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# Sail Tall Ships!

A Directory Of Adventure And Education Under Sail®

22nd Edition

The mission of Tall Ships America  
is to encourage character building through sail training,  
promote sail training to the North American public,  
and support education under sail.





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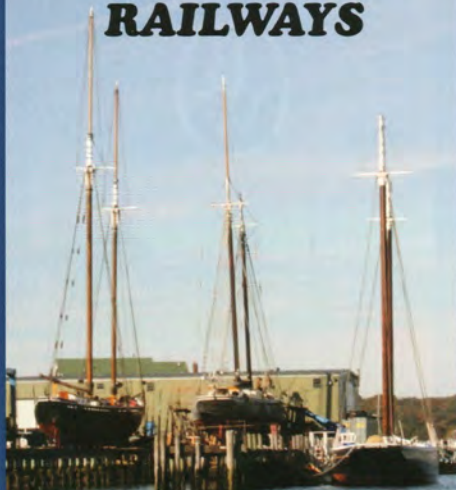


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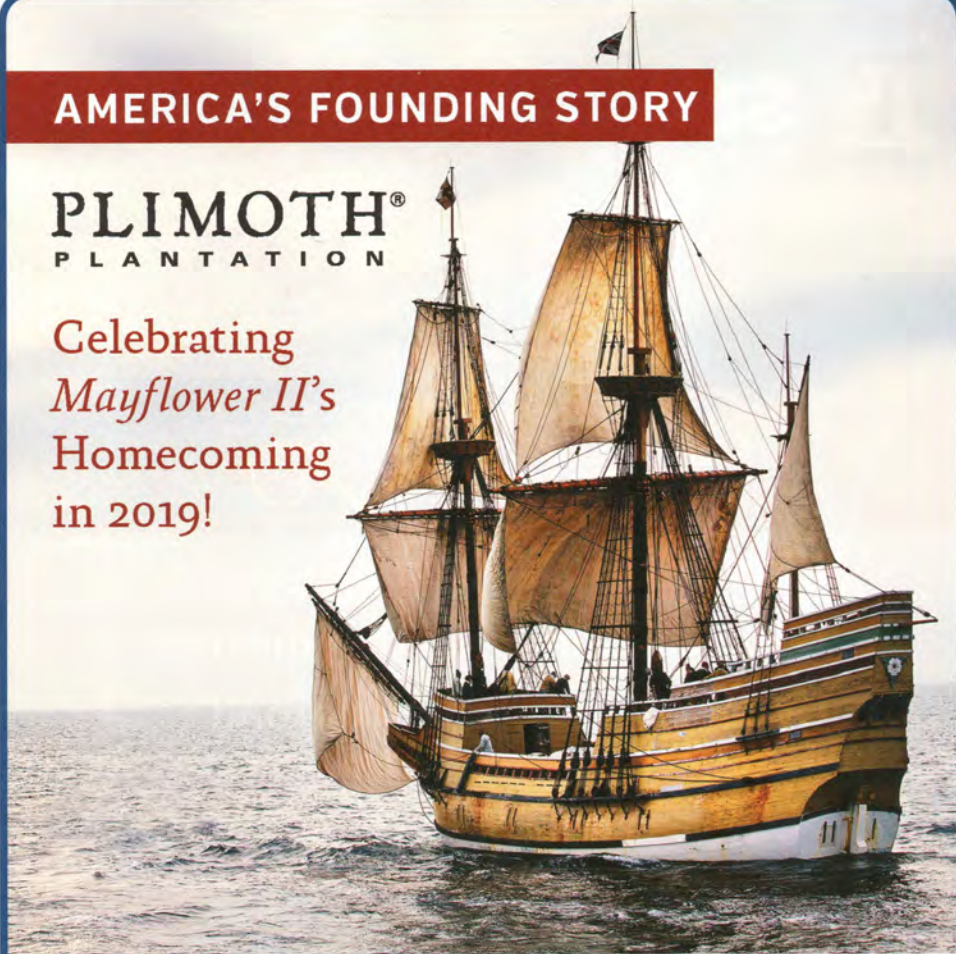
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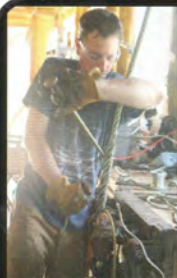


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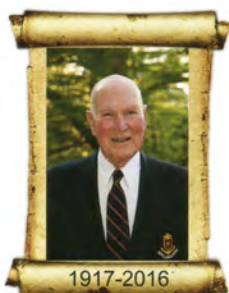
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*Sunset and evening star,  
And one clear call for me!  
And may there be no  
meaning of the bar,  
When I put out to sea,*

*But such a tide as moving  
seems asleep,  
Too full for sound and foam,  
When that which drew  
from out the boundless deep  
Turns again home,*

*Twilight and evening bell,  
And after that the dark!  
And may there be no  
sadness of farewell,  
When I embark:*

*For tho' from out our  
bourne of Time and Place  
The flood may bear me far,  
I hope to see my Pilot  
face to face  
When I have crost the bar.*

*Alfred Lord Tennyson*





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## Foreword Bert Rogers, Executive Director

Welcome to *Sail Tall Ships!*, the definitive directory of traditional sailing vessels and sail training programs in the US and around the world. In the pages that follow, you will discover ships of great majesty and history, and programs that change lives through the excitement and adventure of traditional seafaring.

Commended by Congress as the national sail training organization for the United States, Tall Ships America works to promote sea education and sail training to the general public, to advance best practices of safety and program implementation, and to make our members' programs accessible to young trainees and students all across America.



Tall Ships America's membership is composed of dedicated mariners, educators, marine scientists, heritage institutions, and individuals that hold a common belief in the transformative power of education under sail. Each member program is independently operated to meet the distinct goals of its own community and constituency. We hold in common the certain knowledge that education under sail inspires our trainees and students to engage in their own learning in remarkable ways, with lasting and valuable outcomes. In the pages of this directory, you will find program offerings ranging from marine environmental science, maritime history, maritime training, travel and adventure, and character development, serving every age group and demographic and sailing on every ocean on the planet.

These programs, though valuable for all, are particularly relevant to today's youth, who are coming of age in a world that often seems fragmented and uninspired. When they sign aboard a sail training vessel, they join a community of common purpose and great adventure. The challenges of the ship and the sea are real, immediate, and unavoidable. Likewise, the reward of safe passage is self-evident, and the pride and confidence they earn for this achievement is profoundly personal and lasts a lifetime. Maybe for the first time in their lives, they have faced the world as it is, not as it is mediated through screens and apps and digital interface, and they have succeeded beyond their own expectations. That they have done this as part of a tight and well organized crew socializes their success, and gives them a true foundation for effective leadership in their future lives.

That the leaders of tomorrow are made on the ships of yesterday may seem an odd notion, but it has ever been so. A century ago, training under sail was required for all young maritime officer candidates, even though mechanized propulsion had already displaced sail in the commerce of the world. It still is today for many nations' naval officers, and for our own United States Coast Guard.



The ships and programs of Tall Ships America make this remarkable “rite of passage” available to young civilians, who may or may not ever wear a uniform, but who always will apply the lessons of teamwork, responsibility, and dedication to a goal that they learned aboard a ship at sea.

As you read through the stories in *Sail Tall Ships!*, imagine yourself on the deck of a good ship in mid-ocean, just as the sun is rising. You face a 360° horizon of blue water and rolling waves, and land is far behind, both mentally and geographically. The world has contracted to just you, your shipmates, your ship, and only the supplies and tools you have on board. You know that others are counting on you, just as you are counting on them, to keep each other safe. Confident, in yourself and your shipmates, that the vast and inscrutable horizon holds no fear for you, only the bright promise of new adventures.

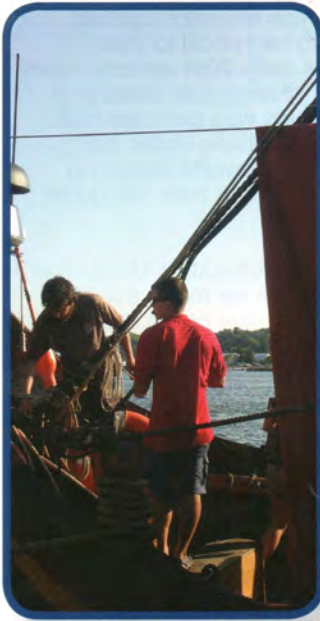


"Courage, confidence, competency, teamwork,  
responsibility, and dedication to a goal  
are the values that are promoted through  
Adventure and Education Under Sail."



## Sail Training: Adventure and Education Under Sail®

By Bert Rogers



Founded forty-five years ago as the American Sail Training Association, we changed our name in 2011 to Tall Ships America and adopted the motto "Adventure and Education Under Sail®". Our name has changed, but our mission remains the same: to encourage character building through sail training, promote sail training to the North American public, and support education under sail.

Sail training is a relatively modern phrase describing the ancient practice of learning the skills of seafaring while serving in ships at sea. This phrase began to come into use as commercial shipping shifted from sailing ships to mechanically propelled vessels. National navies and merchant fleet owners recognized that the quality of seamanship training that takes place in sailing ships is vastly superior to that of motor vessels and so they deemed sail training to be critical to their continued mastery of navigation upon the high seas. In the early 20th century, many sailing ships were adapted to combine cargo carrying and seamanship training in their voyages, and an entire generation of square-rigged ships was purpose-built for mariner training. This appreciation of the unique value of training under sail has been deliberately sustained by maritime nations around the world, including the United States, which operates the magnificent barque *Eagle* to train US Coast Guard officers and cadets.

Even more modern is the broader concept of "Adventure and Education Under Sail", which is based on the idea that these same training values can be made available to civilians who are not necessarily headed for careers in the navy or the merchant marine. From the mid-20th century through the present day, we have seen a renaissance of sailing ships and programs, offering a diverse array of opportunities to go to sea for participants of all ages and backgrounds.

So, why does the experience of voyaging under sail continue to survive and even grow, as cargo-carrying and naval warfare have evolved to new technologies? What are the inherent values that endure? How can this still be relevant in our rapidly churning modern technological culture?

The answer, we believe, is in the timeless value of the authentic challenge experience. A sailing ship provides a totally unique context for adventure in today's world, touching almost every aspect of the human experience in a way that just can't be found anywhere else. Here's what we mean:

**Physical challenge:** Voyaging under sail is physically demanding. It is hard work to hoist sails aloft, haul braces and sheets, heave up the anchor, even to wrestle the helm in a big following sea. Climbing the rig takes strength as well as courage and confidence. Seafaring programs don't require that trainees have this strength before they sign aboard....but it's virtually guaranteed that they will have it by the time they disembark.

**Natural wilderness challenge:** The sea is a wild and glorious natural environment and field for adventure. Sailors meet the weather face-first and head-on, whether it is gentle winds or a raging gale; tropical heat or high-latitude cold; calm, flat seas or huge, rolling mountains of ocean. Sailors learn quickly that the sea in all its moods is the undisputed "Boss"; there is no hiding from it or wishing it away, and no mitigation beyond good seamanship and prudent planning. A sailor's reward for this exposure is gaining an intimate relationship with the marine environment, to begin to truly understand its natural forces, and in exploring the ocean's infinite beauty not just as a tourist, but as one who "belongs".

**Intellectual challenge:** Seafaring, for all of its physicality of work and exposure to the raw elements, requires a sharp and engaged intellect. This refers, of course, to the mathematics of navigation, the science of meteorology, the technical aspects of vessel stability, structure, and engineering, etc. Beyond these technical areas, seafarers develop the intellectual skills of critical problem solving, and even more, problem anticipation. This intellectual engagement occurs at all levels, all the time, from the deckhand looking to clear a line before it fouls, to the shipmaster planning a complex maneuver with a shorthanded crew.



**Social challenge:** The shipboard community is hierarchical and diverse. New trainees need to adjust to a society in which the ship comes first, the community comes second, and their individual needs come third. The ship's community is organized so that everyone has a role, a function, and an important contribution to make – no one is superfluous, and no one is just “along for the ride”. People from different backgrounds learn to depend on and trust each other and to be dependable and trustworthy in turn. There is a tradition of honest “upward mobility”, merit based, so that leadership roles accrue to those best able to fulfill them.

**Lifestyle challenge:** Setting sail for adventures at sea means leaving behind the modern distractions of video games, smart phones, fast food, hot showers on demand, and all the other instant gratifications that shore folk take for granted in modern culture. Creature comforts dwindle down to what can be sustained in the self-contained system of the ship. The pace of shipboard life is full, there is no excess of idleness that must be filled with electronic noise and entertainment focus shifts to home grown, “local talent”. For today's youth, this experience by itself can be liberating.

**Environmental challenge:** A voyage is a commitment to self-sufficiency. Resources must be managed, waste must be minimized, and that which absolutely can't be used any longer must be carried until it can be properly disposed of. Seafaring is a lived lesson in sustainability.

**Character challenge:** It takes courage and determination to make a voyage under sail. Success can only be earned, it can't be given, and it doesn't happen by accident. It's normal for new student-trainees to feel trepidation about their impending voyage....after all, they are casting off from all that is familiar, to embrace a whole new way of life, a new social organization, new priorities, new demands, even the new language of seafaring jargon. As they settle in and find their success, their uncertainty gives way to great sense of confidence and competency. For young people particularly, this provides a crucial character-forming “rite of passage” that has few parallels in modern society.

The rewards we reap from adventure and education under sail are deep and durable, because the challenges are so real and the experience is so personal. Seafaring adventure is compelling because it is uncontrived, springing spontaneously from the voyage itself. Seafaring is a fully-lived lifestyle, integrating our mind, body, spirit, and social selves in a truly holistic experience. The way of a ship demands our very best, inspiring each of us to strive for personal excellence... all in a context of tight teamwork, so that our advances as an individual and the achievements of the community are inextricably linked.

Courage, confidence, competency, teamwork, responsibility, and dedication to a goal are the values that are promoted through Adventure and Education Under Sail. These character traits have defined successful people, both as individuals and as members of the larger society, since the beginning of time. In today's fast-paced world, they are more important and more refreshing than ever. What can be better, more gratifying, more empowering or more fun than a young person who breaks the uncertainty barrier with the joyful shout: “I can do that!”

Tall Ships America is dedicated to the idea that you can, too.

Welcome to the exciting world of Adventure and Education Under Sail!

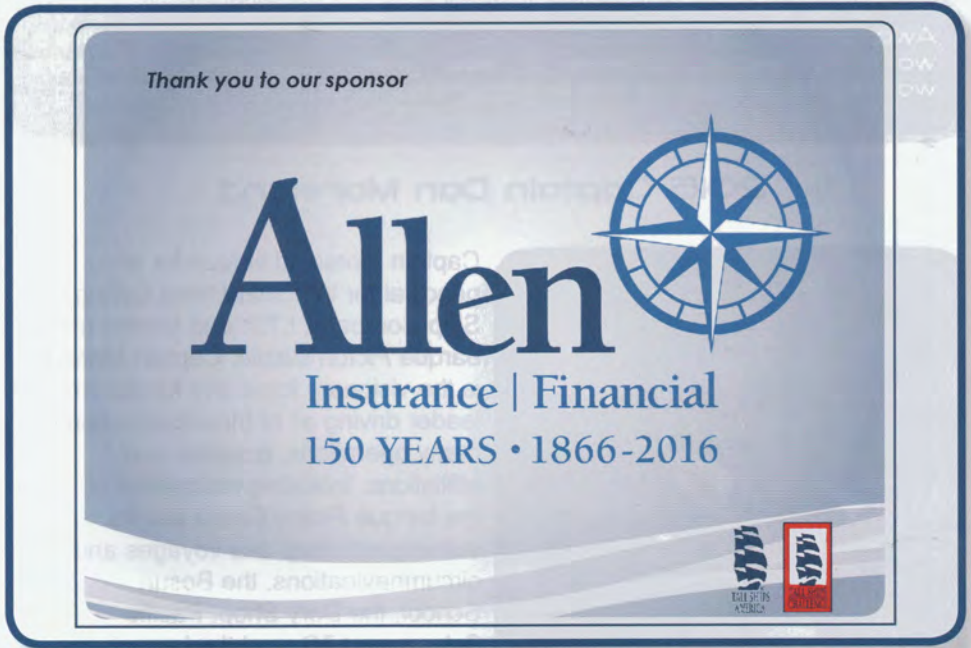


"The mission of Tall Ships America is to encourage character building through sail training, promote sail training to the North American public and support education under sail."





# Annual Sail Training Awards



Each year at the Annual Conference on Sail Training and Tall Ships, Tall Ships America honors a select group of sail trainers and supporters who have been recognized by their peers and fellow sail trainers for their outstanding contributions to the world of sail training.

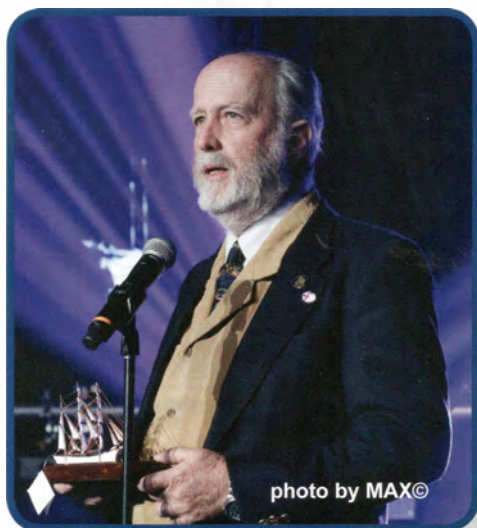
The annual award recipients are nominated by the Tall Ships America membership and the final winners are selected from the nominees by the Tall Ships America Board of Directors and staff.



## Lifetime Achievement Award

Awarded to an individual who has dedicated his/her life's work to getting people to sea under sail and who has worked to preserve the traditions and skills of sail training.

### 2015 Captain Dan Moreland



Captain Dan Moreland accepts Tall Ships America's  
2015 Lifetime Achievement Award

Captain Moreland is founder and principal for Windward Isles Sailing Ship Company, LTD, and Master of the barque *Picton Castle*. Captain Moreland is the visionary force and hands-on leader driving all of the organization's many operations, activities and affiliations, including restoration of the barque *Picton Castle* and its subsequent deep sea voyages and circumnavigations, the Bosun School, the Dory Shop, Pacific Schooners LTD, and the Lunenburg Schooners Twin Schooner Project, to name just a few. Capt. Moreland has received numerous honors and awards in a career than has spanned four decades, including "Sail Trainer of the Year" from the American Sail Training

Association (1999) and the "Honor Award" from the National Trust for Historic Preservation (1987). Captain Moreland is a long-time member of Tall Ships America (formerly ASTA), a member of the Cape Horn Society, and founding President of the Society of Professional Sailing Ship Masters (SPSSM).

Captain Moreland's sailing career has been and continues to be truly international, with service in all oceans and under many flags including USA, Denmark, Panama, Cook Islands, and the United Kingdom. Captain Moreland holds the USCG license of Master of Steam, Motor, or Auxiliary Sail Vessels of Any Gross Tons upon Oceans.



## 2016 Eben Whitcomb, Jr.

The award was presented by Professor Doug Hardy, Captain Whitcomb's longtime collaborator and partner during the many years that the schooner *Harvey Gamage* made fall and spring passages to and from the West Indies while college students learned seamanship, navigation, marine science and maritime history.

Running such semesters-at-sea so that *Harvey Gamage* could pay her way on the long passages between her summer season based out of Rockland, Maine, and winters in the Caribbean sailing from Charlotte Amalie, USVI, was typical of Eben. Captain Whitcomb had a clear vision that his ship existed to make money...and ships do not make money in port. As the flagship for Dirigo Cruises, the company he ran from his "World Headquarters" in Clinton,

Connecticut. *Harvey Gamage* was seldom idle, sailing the coast of New England in summer, driving down the East Coast and through the Bahamas come autumn, to make her easting before turning South to St. Thomas.



(left to right) Bert Rogers, Executive Director, Tall Ships America, Eben Whitcomb, Mike Rauworth, Chairman, Tall Ships America

After a winter of weekly trips through familiar anchorages off St. John, Tortola, Jost Van Dyke, Virgin Gorda and Norman Island, the *Harvey Gamage* crew would re-provision and take Professor Hardy and his students aboard for an adventurous journey to Mona Island, Puerto Plata, Cap Haitien, Hogsty Reef, Great Inagua and on through the Bahamas before continuing a coastwise passage back to Rockland.

Through the thousands of miles sailed in *Harvey Gamage* and the hundreds of billets he was able to offer to aspiring professional mariners in his ship, Eben Whitcomb truly made his mark on the world of tall ships and sail training. His credo was simple: Anything he could do to grow the pool of Masters and Mates experienced in traditional sail would, in the end, be good for his business.

If a billet was not available at the moment in *Harvey Gamage* he would gladly provide an introduction and a reference to a rival outfit...and then welcome that more-experienced hand back for a future voyage. Eben always liked to style himself as a practical business man, but he was so much more...a leader, mentor and teacher. At Tall Ships America, a number of our members got their first chance going to sea from Eben Whitcomb. We are honored to give him his richly deserved Lifetime Achievement Award.



## Sail Trainer of the Year Award

Awarded to a member of Tall Ships America who has made a significant contribution to sail training through the demonstration of leadership by means of empowerment and inspiration.

### 2015 Captain John Eginton



Captain Eginton has committed his life to Sail Training and through his dedicated teaching, many have learned not only valuable sailing and seamanship skills, but everlasting life lessons. The atmosphere aboard his vessel is one of hard work balanced with humor, and long days of teaching and sailing that wrap up with what can only be described as a big family dinner around the table. His enthusiasm and love for the art of sailing is infectious and his desire to share this love through his wealth of knowledge is impressive and joyous. This man loves

what he does and it is crystal clear to all who sail with him. Sharing his knowledge and experience is his true passion. He has a quiet style of leadership that keeps everyone around him comfortable and yearning to learn more. He encourages growth by making you think for yourself and think for the good of the group. He knows how to handle the difficulties of being a captain; he doesn't get rattled, he doesn't fly off the handle, and he doesn't blame others. He demands excellence, but is dedicated to making sure his crew achieves it.

He often takes on a brand new crew each spring, and encourages them to take the skills they've learned from him and go and experience a different boat, with a different rig, and a different captain so they can continue to challenge themselves and to grow. He gives them positive reinforcement along their journey and lets it be known that he believes in them. The smiles that he sees when this is accomplished is the only reward he really needs.

He is in sail training for the long haul. He has dedicated himself, his boat, and his life to being a consistent force of professionalism. He has built a career based on long-term partnerships, programs that have proven success, and an inclusiveness for all ages and walks of life. He is a superb role model, captain, colleague, teacher, and friend. When it comes to "leadership by means of empowerment and inspiration," there is no one more deserving.



## 2016 CAPT Matthew Meilstrup



Few individuals have the leadership qualities required to safely run a 295-foot barque. Fewer still have the depth of experience to handle such a multi-faceted mission of cadet and officer training, promoting a national uniformed service, participating in public events and tall ships races, and representing our proud nation as its sailing ambassador to the world.

During his command, Captain Meilstrup has worked with Tall Ships America to offer training opportunities for our civilian members who are eager to sail aboard America's Tall Ship. Likewise, he has worked with the National Maritime Sailtraining Scholarship Committee to share this opportunity with cadets from America's merchant maritime academies. This generosity is based on deeply shared values and mission, and the core belief that civilian and uniformed sail trainers have much to teach and to learn from each other.

Of course, there's no mystery, the barque in question is *Eagle*. Tall Ships America is deeply grateful for the outstanding cooperation and camaraderie we enjoy with EAGLE under her Commanding Officer. The 2016 Sail Trainer of the Year Award goes to CAPT Matthew Meilstrup in recognition for his great service to sail training and to the US Coast Guard.



## Sail Training Program of the Year

Awarded to a current Tall Ships America member program that significantly contributes to the development of seamanship, navigation skills, teamwork, and leadership skills. The program must be offered aboard a USCG (or national equivalent) inspected vessel, must be offered by certified/qualified personnel, must have clear training goals and curriculum which is compatible to the Tall Ships America sail training logbook and must offer students the opportunity to demonstrate knowledge at sea by participating as active trainees in the running of the vessel.

### 2015 US Brig *Niagara*



This vessel represents one of the last and most refined expressions of a technology millennia in its evolution. Yet beneath this complexity lies a willful simplicity.

A sailing ship is a fugue of simple ideas and simple machines, repeated in subtle and complex variation. The purpose of a ship is the practice of seamanship, the craft, and the science of making a home and a living in a hostile element. And as magnificent as this ship is, she is simply a tool for welding people together, and by virtue of being a spectacularly inconvenient ship, the *Niagara* is able to

produce that process to spectacular effect. Throughout all of her programs, there is a strong unifying theme of building community through the practice of seamanship under sail. While her captains and crew are proud of the impact which they have had on all of these lives, the transformation is often most profound at the high school level. Many of these students come from less than easy circumstances. In the words of one participant,

*"For five years now I have been taking young high school students to sail this vessel. I suppose by now I should be used to seeing the change that comes over these kids, but it never gets old. Surrounding this vessel you have something very unique and precious- an entire community of people, young and old, who are loving life and unafraid to show it. They are committed to the highest level of work ethic, to the honor of their vessel, and to each other. They are committed to education. In this community young hopefuls are made welcome. They are taught simply by infectious example that*



*mutual respect is life as usual and that hard work is a joyous norm of the day to day. One of my students is young for his age and comes from a family where anger is simply the way one communicates. He never had a non-violent male role model until he came here. I have had the privilege of watching him from day to day come out of his shell and let down the walls. He has learned to smile. All of this simply through being in the company of your vessel and crew. Although we must take him back to a less than functional home life, he has learned this week that there is a bigger world beyond his former horizons towards which he can aspire."*

This vessel does not take passengers, she makes mariners and while it is no longer necessary for us to take to the sea in wooden sailing ships for the practice of war or trade or exploration, it remains necessary for us to, from time to time, take the measure of ourselves against the wilderness. And when we have arrived, we find the individuals who set out at the beginning have become family.

## 2016 Makani Olu

Since 1984 this non-profit organization, has developed and operated successful ocean-based therapy, education, and vocational programs. All programs are grounded in an experiential model and utilize the 96-foot steel hulled staysail schooner *Makani Olu* as a catalyst for learning, growth and change. The program's mission is to deliver ocean and land-based learning experiences that empower youth, adults and families and strengthen communities. The primary programs serve a variety of participants using sail training as the centerpiece of meaningful therapeutic and educational transformation.



KAILANA is a community-based residential program and has helped more than 1,500 severely at-risk adolescents. These "cadets" have mental health & substance abuse diagnoses, and are failing in school, home, and family domains. The program model helps each teen move towards a healthy, socialized and sober lifestyle, educational success, self-respect, and a positive future. After an average of six months, most cadets graduate and return to their home schools prepared to graduate with their peers. At the core of the model are ocean-based experiential activities -- an array of sequenced and integrated activities purposefully designed to elicit lasting changes in behavior, perceptions and values. Learning to sail and mastering tall-ship crew responsibilities are integrated into the experiential activities; long-distance, interisland, and deep-water voyages are the rights of passage required to graduate any of the programs. All trainees engage in ships operations, including watchstanding, navigation, helmsmanship, docking, anchoring, engine room maintenance, and cooking under the supervision of the highly qualified maritime staff.



## Sea Education Program of the Year

Awarded to a program offered by a current Tall Ships America member which significantly contributes to the educational credibility of programs under sail. The program must be offered in conjunction with a school, school system, school group or other recognized educational institution, must have a clear curriculum of educational goals which are compatible with curriculum goals of traditional schools and must have qualified instructors on a certified vessel.

### 2015 "Young Men and Women at the Helm" Aboard the Hudson River Sloop *Clearwater*



The *Clearwater* is an incredibly important tall ship whose history of environmental, place-based education is unparalleled. This organization's education programs are historic, influential, and award winning, with origins dating back to 1969. Since the inception of their learning station based "Living Classroom" program, they have been a leader in shipboard experiential education whose influence is seen throughout the Tall Ships America Member fleet.

Their programs are centered on experiential hands-on and minds-on learning activities, based on increasing program participants' environmental stewardship and sense of place. They work with roughly 12,000 participants a year with a curriculum which focuses on the amazing ecosystem and infrastructure of the Hudson River estuary - offering a range of activities focused on watershed awareness, history, water quality, geology, and navigation.

Each summer they run Youth Empowerment Trips- free programs for under-represented students in the sailing and environmental education communities. Specifically, *Young Men and Young Women at the Helm* stands alone a transformative program in sail training. It challenges students to experience an entirely different environment and forces them to depend on strangers to help them through the process. Through this program a new corps of volunteers, interns, deckhands, and crew are generated, helping to spread the mission of environmental activism and education.



2016 "Celebrating Our Rivers":  
Place-based Learning Aboard the Floating Classroom  
*Piscataqua*



For five years *Piscataqua* has served as a unique floating classroom and lab for school groups to engage in hands-on learning while sailing on the tidal waters of New Hampshire and Maine. Students in grades 4 through 12 are introduced to water quality monitoring techniques, samples of marine life living in the rivers, and concepts such as storm water management, human impact on the estuary, effects of development, and stewardship solutions as they use a large-scale watershed model. In 2016 an advanced history program was added, along with new STEM enrichment.

Outreach programs highlight current local research and management/conservation efforts and provide information that motivates citizens to become informed and responsible stewards of the watershed. The program meets ocean literacy standards and national science and social studies frameworks. All programs are evaluated by the participants to measure the increase in environmental literacy and awareness. In addition, it offers teacher workshops which serve as an orientation program and an opportunity to discuss new STEM content, curriculum ideas, and classroom activities to reinforce the lessons learned. The programs of "Celebrating our Rivers" Place-based Learning Onboard the Floating Classroom *Piscataqua* allows around 2000 students each year to get a meaningful first-hand experience of their estuary.



## Volunteer of the Year

Awarded to a Tall Ships America individual member who has significantly advanced Tall Ships America's overall mission.

### 2015 Marc Jensen



Marc Jensen was the American Operations and Logistics director for the French replica frigate L'HERMIONE for her celebrated tour of the US Atlantic Coast in the summer of 2015. He worked for many years on the project helping to plan and organize the tour, and was part of the delegation that came to Tall Ships America in 2012 to engage our collaboration. He helped to design the itinerary, visited and vetted potential ports and he worked tirelessly to organize complicated logistical and maritime support for the vessel along the way. He also worked on the ship prior to her commissioning, trained with the crew prior to her departure from France, and sailed in her across the Atlantic. His extraordinary efforts as a volunteer, over many years of the project, were critical to making the tour of L'HERMIONE such a triumphant success.



## 2016 Mike Langley



The TALL SHIPS CHALLENGE® annual series of races and public maritime festivals is one of the most significant activities undertaken by Tall Ships America. Through the vehicle of TALL SHIPS CHALLENGE® events, we are able to bring a fleet of ships into port, to great public acclaim, and generate massive amounts of public media attention and awareness for the ships and their programs, and for the values of education under sail.

When ships come to TALL SHIPS CHALLENGE® events, they know they will be well cared for, up to the very high standards we set for TALL SHIPS CHALLENGE® events. One of the most important features of the “care and feeding” of visiting ships is the dedicated and expert attention of the Ship’s Liaison Officer. Without competent and enthusiastic Ship’s Liaison Officer’s the ships’ experience would be seriously compromised.

Liaison Officers provide a critical service to the series, to the fleet, and to the sail training movement. Liaison Officers are all volunteers, putting in long hours in challenging circumstances, doing everything in their power to support each visiting ship. The 2016 Volunteer of the Year was awarded to one of our most dedicated and prolific Liaison Officer volunteers, Mr. Mike Langley, who has travelled far and wide to support the ships in ports from New England to the Midwest.

## Special Recognition

### 2015 Gene McKeever

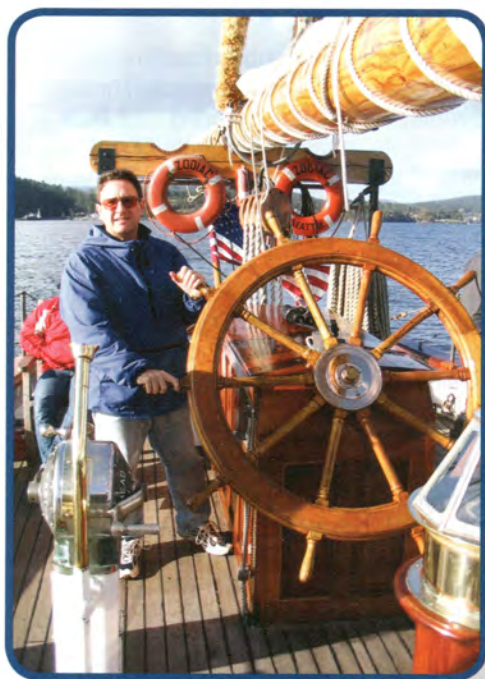


In recognition of his many years of  
dedicated support to the  
ships and sailors of

### Tall Ships America

30 January 2016  
Quebec International Sail Training  
and Tall Ships Conference  
Quebec City, Quebec, Canada

### 2016 CAPTAIN Eric Shaw USCG, (ret.)



### In Special Recognition of Captain Eric Shaw

for his lifetime of leadership and  
dedicated service to the people, ships,  
and programs of sail training in America.

Presented posthumously  
10 February 2017  
44th Annual Conference on Sail Training  
and Tall Ships  
Boston, MA





## TALL SHIPS CHALLENGE® Awards

### **Category 1: Sail Training and Education**

Awarded to a city which has demonstrated both effort and success in facilitating youth participation on board participating vessels in the TALL SHIPS CHALLENGE® Races/Cruises in Company, educational programs offered during the event and educational outreach to the port community.

### **Category 2: Operations and Logistics**

Awarded to a city based on a review of how efficiently the event was executed. This may include, among other factors, the dissemination of information leading up to and throughout the festival, the level of organization as it impacts the event, and how well predetermined goals were met. Creativity, alongside tried and true practices are always encouraged.

### **Category 3: Marketing and Promotion**

Awarded to a city which has demonstrated both effort and success in promoting and marketing their event. Effective January 2015, the port's compliance with Tall Ships America's trademark guidelines contribute to one third of the total score. New programs, innovations, expansions of access, etc. are also considered.

### **Category 4: Economic Impact**

Awarded to a city which has demonstrated the best ratio of reported total expenses to economic impact.

### **Category 5: Ship and Crew Vote**

Awarded to a city chosen by vessels and crew members as the best port of call. The vote is based on reports from participating vessels and crew, per a standardized questionnaire.

### **Best New Port of the Year**

Ports or port organizers which are new to the TALL SHIPS CHALLENGE® series are evaluated by Tall Ships America according to their scores in items 1-5 above.

### **Overall Port City of the Year**

Awarded to the port which obtains the highest averaged score in categories 1-5 above, thereby demonstrating significant support of Tall Ships America and furthering public recognition of sail training.



## TALL SHIPS CHALLENGE® Atlantic Coast 2015 Awards



**TALL SHIPS®**  
**PORTLAND 2015**

Sponsored by  **IBERDROLA**  
USA

Sail Training and Education  
Portland, Maine

**GREENPORT**   
**TALL SHIPS CHALLENGE® 2015**

Operations and Logistics  
Greenport, New York



**TALL SHIPS®**  
PHILADELPHIA • CAMDEN  
**WHERE AMERICA SET SAIL**

Marketing and Promotion  
Philadelphia, Pennsylvania  
Camden, New Jersey



**TALL SHIPS®**  
**PORTLAND 2015**

Sponsored by  **IBERDROLA**  
USA

Ship and Crew Vote  
Portland, Maine

**GREENPORT**   
**TALL SHIPS CHALLENGE® 2015**

Economic Impact  
Greenport, New York





## TALL SHIPS CHALLENGE® Atlantic Coast 2015 Awards



photo by MAX©

### Port of the Year Greenport, New York



This next port exemplifies the saying, "It takes a village..." The former mayor built the gangways, the town treasurer was selling tickets and managing lines, and the city clerk was hanging signs. Lines wrapped around the park, thousands upon thousands of people clamored for a chance to get close to the ships. And it was all handled, with aplomb.

2015 marked the third time the Village of Greenport has hosted the tall ships. And, as they say, third time is the charm.



## TALL SHIPS CHALLENGE® Great Lakes 2016 Awards



Sail Training and Education  
Green Bay, Wisconsin



Operations and Logistics  
Bay City, Michigan



Marketing and Promotion  
Toronto, Ontario, Canada



Ship and Crew Vote  
Bay City, Michigan



Economic Impact  
Erie, Pennsylvania





## TALL SHIPS CHALLENGE® Great Lakes 2016 Awards



### Port of the Year Bay City, Michigan



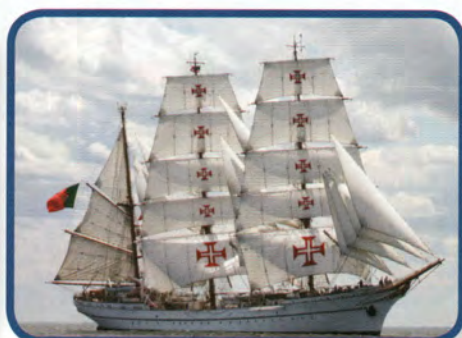
To be a TALL SHIPS CHALLENGE® port, you must be creative, resourceful and enthusiastic. It helps, of course, to have a strong team around you – your community stakeholders, sponsors, USCG, volunteers, and staff. This port is truly the gold standard of events, the attention to detail is just incredible, not just from a ship perspective but from a visitor experience perspective as well. The community support they receive is amazing as are all of the dedicated volunteers they have as part of their magnificent team. It was our pleasure to award Port of the Year, for the fourth time, to Bay City, Michigan



## The Perry Bowl

Awarded to the top finishing Tall Ships America member vessel in the TALL SHIPS CHALLENGE® race series.

### 2015 Sagres



### 2016 Pride of Baltimore II







*Pride of Baltimore II and the Denis Sullivan*



Tall Ships America signs MOU with US Naval Sea Cadet Corps, Philadelphia, PA



## Partnerships & Collaborations



**U.S. NAVAL  
SEA CADET CORPS**

THE  
**UNIVERSITY**  
OF RHODE ISLAND

DEPARTMENT OF MARINE AFFAIRS

THINK BIG



WE DO



Partnerships and collaborations between organizations with complementary missions are critical for success in today's rapidly changing world. Even long-established institutions need to expand their reach and their relevance, in order to grow as demographics and popular culture change around them. Collaborations between like-minded organizations, structured through thoughtful Memoranda of Understanding, can leverage the strengths of each for the benefit of all. Joint efforts in marketing, outreach, scholarship development, and even direct programming can make for more efficient use of limited resources. Tall Ships America is proud to be part of an active network of outstanding national organizations, whom we view as our partners in the larger, shared mission to support maritime education in America.

## Tall Ships America and the North American Marine Environment Protection Association sign MOU

North American Marine Environment Protection Association



The North American Marine Environment Protection Association (NAMEPA) and Tall Ships America (TSAm) have signed a Memorandum of Understanding (MOU) to advance education in seafaring skills, the nautical sciences, the maritime industry and protecting the marine environment.



On March 21, 2017, NAMEPA Chairman of the Board, Joe Hughes and Tall Ships America President and Board Chairman, Mike Rauworth signed the MOU at the Connecticut Maritime Association's (CMA's) Shipping 2017 conference.

The MOU will aid in fostering a collaborative effort that encourages learning about seafaring skills, the nautical sciences, the maritime industry and the marine environment and the impact the industry has on local communities as well as the global economy.

"Our organizations share a common commitment to the maritime industry," says Joe Hughes. "NAMEPA is thrilled to establish this alliance with Tall Ships America that will lead to increased public awareness about maritime history and culture and advocate for sensible and sustainable marine environment practices."

"Through the Tall Ships America alliance with NAMEPA we look to increase the public's awareness about the contribution the maritime industry makes to the local and global communities," says Mike Rauworth. "Our combined goals to teach seamanship skills, nautical sciences, marine environment education and character building will prove to be a valuable collaboration to many communities."

TALL SHIPS AMERICA, is a non-profit educational membership organization, with diverse vessel and program members, each dedicated to providing hands-on experience and training in seafaring skills and the nautical sciences, and is recognized by Congress as the national sail training organization representing the United States;

The North American Marine Environment Protection Association (NAMEPA) is a marine industry-led organization of environmental stewards preserving the marine environment by promoting sustainable marine industry best practices and educating seafarers, students and the public about the need and strategies for protecting global ocean, lake and river resources.

## Tall Ships America and NMHS Join Forces



The mission of the National Maritime Historical Society is to preserve and perpetuate the maritime history of the United States and to invite all Americans to share in the challenging heritage of seafaring.

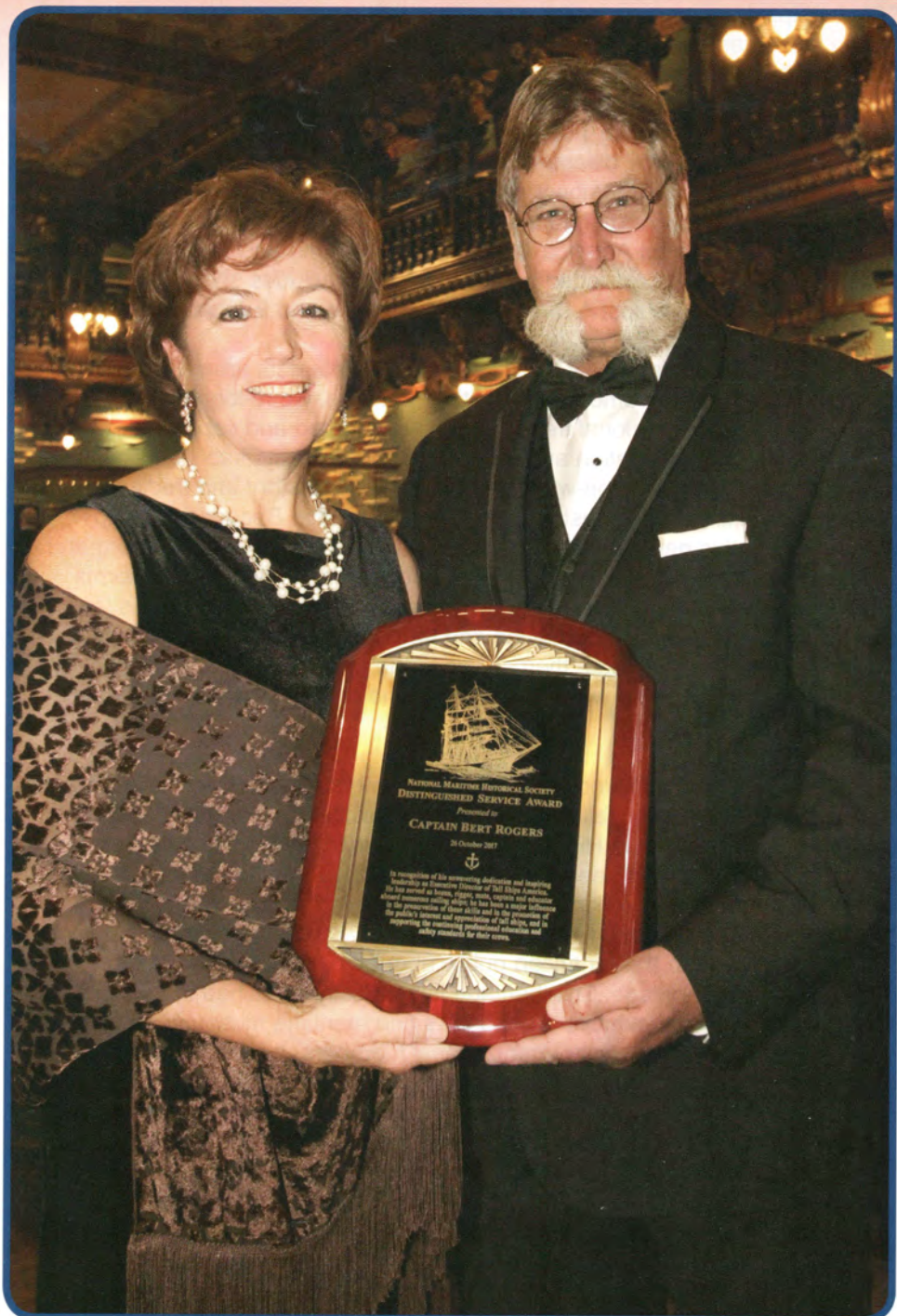


Tall Ships America and National Maritime Historical Society are pleased and excited to announce their most recent collaboration reciprocal membership. Along with membership in Tall Ships America, members will now receive a one-year regular membership in NMHS including the quarterly journal, *Sea History*, recognized as the pre-eminent journal of advocacy and education in maritime history, a 10% discount on NMHS merchandise, and a membership card and decal. NMHS members will receive a one-year Individual Membership in Tall Ships America including newsletters, notifications, membership cards and discounts on Tall Ships America Conferences, Forums and Regional Meetings. In addition they will be extended a special \$10.00 (includes shipping) rate on the purchase of *Sail Tall Ships! A Directory of Adventure and Education under Sail*®.

Burchenal Green, president of NMHS, says: "Our interests are mutual. As we work to preserve and promote our maritime heritage, we recognize that our fleet of tall ships is a national treasure to be celebrated and supported. These ships capture the imagination and, as such, serve as remarkably successful ambassadors. In a hands-on-way, they teach us our history and traditions, and preserve our skills in an industry long thought obsolete. Because tall ships still sail today, this generation and the next can learn the skills of building and repairing, provisioning, rigging, navigating, and sailing in both fierce storms and calm seas – skills we need to keep alive. Their crews and trainees learn self-reliance and teamwork, patience and fortitude. Visitors to these ships get to climb aboard and immerse themselves in the story of the ship: what she did, where she went, what life was like aboard in the past, and what it is like for those sailing them today."

Bert Rogers, Executive Director of Tall Ships America expressed his enthusiasm for the new partnership: "Tall Ships America is excited by our new collaboration with the National Maritime Historical Society. In many ways this only formalizes and celebrates what has been a long and productive tradition of mutual support and shared values. By working more closely together and leveraging our great respective strengths, we can expand our reach and relevance to deliver a unified message to the American public about the vital importance of our national maritime heritage. This heritage is heroically sustained in the vessels, artifacts, and exhibits of America's fine maritime museums, many of which are Tall Ships America Organizational Members. It is also sustained with great vitality aboard our member ships and programs, as they take people to sea to experience first-hand the seafaring arts, skills, and traditions that made America a great maritime nation, while instilling a respect and love of our oceans. Sail Training in tall ships brings maritime heritage alive, giving the next generation an unforgettable experience and an abiding personal stake in our ongoing maritime story."





Deirdre O'Regan presents Bert Rogers with the NMHS Distinguished Service Award photo by Allison Lucas



## 2017 NMHS Annual Awards Dinner A Very Special Night

The National Maritime Historical Society honored three most esteemed individuals at its Annual Awards Dinner gala at the New York Yacht Club on 26 October 2017. Philip J. Webster, NMHS Overseer and Chairman of the National Maritime Awards Dinner, received the David A. O'Neil Sheet Anchor Award. Brian D'Isernia, Founder and Owner of Eastern Shipbuilding Group, received the NMHS Distinguished Service Award. And our own, Captain Bert Rogers, Executive Director of Tall Ships America, received the NMHS Distinguished Service Award.

Captain Rogers has served as bosun, rigger, mate, captain and educator aboard many sailing school vessels and traditional sailing ships. Between 1985 and 1993, he developed, directed, and served as captain for programs aboard the schooner *Spirit of Massachusetts*, conducting sail training and ocean education programs. He joined forces with Alix Thorne and became Executive Director of Ocean Classroom Foundation, which taught sail training aboard schooners *Harvey Gamage*, *Spirit of Massachusetts* and *Westward*. He is a major influence in the preservation of the skills to maintain and operate historic ships, and in the promotion of the public's interest and appreciation of tall ships. Sea History editor Deirdre O'Regan presented the award.

(reprinted from [www.seahistory.org](http://www.seahistory.org))



Sailing Ship mariners at NMHS NYYC photo by Allison Lucas

**Tall Ships America Establishes First Local Chapter:  
Tall Ships®Portland (Maine)**  
(now in its 3rd year of program operations)



**TALL SHIPS®**  
**PORTLAND**

The mission of Tall Ships Portland® is to encourage character building of youth through sail training, support education under sail and promote sail training to the public in Maine.

Tall Ships® Portland is a Maine-based 501(c)(3) nonprofit and is the first official chapter of Tall Ships America. We provide accredited experiential education for teenagers using the power of traditional sail. We organize events such as Iberdrola USA Tall Ships® Portland 2015 and Portland SchoonerFest & Regatta that allow the public to support, visit, and sail aboard tall ships.

Tall Ships® Portland welcomes inquiries from vessels interested in visiting Portland and other ports interested in becoming chapters of Tall Ships America:  
207-619-1842 or [info@tallshipsportland.org](mailto:info@tallshipsportland.org).



The first local chapter of Tall Ships America got started in 2015 when Tall Ships America offered Portland the chance to host a major tall ships event during the TALL SHIPS CHALLENGE® Atlantic Coast series that year. A local committee in Portland was formed, and with a lot of help from Tall Ships America, participating ships, and local sponsors and volunteers, the event was pulled together in just a few months. This was the first major tall ships event held in Portland in over a decade, and was a terrific success from the public's point of view, with 12,000 tickets sold, 65,000 Parade of Sail viewers, and sponsoring seventeen young sail trainees to experience a week at sea as part of a tall ship crew. The success of this event inspired community leaders in Portland to make an ongoing commitment to support and promote the Tall Ships America mission at the local level. With the support of the tall ships community, and under the guidance of Tall Ships America, they formed Tall Ships® Portland as a new non-profit group.

The mission statement of Tall Ships® Portland is identical to Tall Ships America's, though expressed at the community rather than the national level. Tall Ships® Portland's Board of Directors are committed to that mission, as are all of the individual members that join the local chapter. Tall Ships® Portland members are automatically enrolled as members of Tall Ships America at no additional charge, and receive all member benefits of the national organization.

"It was a big-bang start," said founder and President Alex Agnew. Tall Ships® Portland began hosting local Tall Ships® events and providing sail training opportunities for young people from Maine. The organization relies on diverse sources of support: volunteer labor, membership dues, event income, program fees and fund-raising for scholarships.

"Tall Ships America has made this very easy for us," said Agnew. "They are a wonderful partner, and give us their full support, advice and guidance drawn from their long institutional experience. The sailing vessels we have worked with have been very supportive. We are grateful to them for their willingness to work with us and their flexibility as we try new things."

In addition to participating in TALL SHIPS CHALLENGE® Atlantic Coast 2015 series, the local chapter has developed Portland Schooner Fest & Regatta, now an annual event held every June. They also organize a Tall Ships® Weekend every summer, in which they host one or two visiting tall ships for public tours and visitation. They organize youth sail training trips all year long.

Integrating into the public school system is explicitly part of the Tall Ships® Portland plan, and school officials sit on its board of directors. They have made notable progress, and now the Tall Ships® Portland one-week sail training programs are officially accredited by Falmouth (ME) High School. Trainees earn one-semester credit for a five-day trip. The credits are issued by Falmouth, and are generally acceptable at high schools throughout Maine and in other states. The sail training curriculum provided on tall ships aligns well with the state's official Maine Learning Results.



## National Maritime Sailtraining Scholarships Leading America's Youth to Maritime Careers



### Tall Ship Trainees makes good Mariners because:

- they learn seamanship skills in the real environment, at sea and under sail
- they learn the way of a ship, and the routines of shipboard life
- they learn to work as a team, to lead and to follow, all within the chain of command
- they face the challenges of seafaring up close and personal, and are empowered through the success they earn
- they respond to the adventure with enthusiasm for the mariner's life and traditions



"The NMSS program has been excellent for the U.S. Brig Niagara. These scholarships provide us with students that have a drive and focus that other trainees don't have. This is not a "once in a lifetime" experience for them. This is a building block for a career. These trainees will be the out there in the greater maritime work force and they will have sail training as a back drop. Tall Ships America and the National Maritime Sailtraining Scholarship program are excellent partners in providing these opportunities to students that would not normally have means to do so."

Captain William Sabatini, Master Mariner, Brig Niagara  
Maine Maritime Academy, Class of 2005

Trainees emerge from NMSS programs as self-selected and basic-trained future mariners, inspired to take up careers at sea. They are vetted and pre-qualified through actual sea experience gained in the most challenging circumstances possible: on deck and aloft in a traditional sailing ship.

The NMSS program is supported by the U.S. Maritime Administration and Maritime Academies across the US as an important workforce development initiative. All NMSS programs take place on USCG Inspected, Tall Ships America member vessels, operated by licensed mariners according to the highest standards of professional seamanship.



[www.tallshipsamerica.org](http://www.tallshipsamerica.org)



## Programs And Services



Tall Ships America Programs foster youth education, leadership development and the preservation of North American maritime heritage. Tall Ships America organizes the TALL SHIPS CHALLENGE<sup>®</sup> annual series of sail training races, rallies and maritime festivals, hosts an annual Conference on Sail Training and Tall Ships, and publishes *Sail Tall Ships! A Directory of Adventure And Education Under Sail<sup>®</sup>*. Tall Ships America also raises money for scholarships and administers grants directly supporting youth education and leadership development programs that shape young people's lives and build tomorrow's leaders.



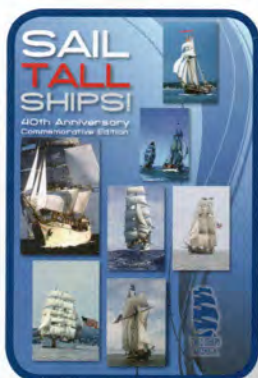


## Sail Tall Ships!

A Directory of Adventure and Education Under Sail®



19th Edition/2011



20th Edition/2013



21st Edition/2015

Now in its 22nd edition, *Sail Tall Ships! A Directory of Adventure and Education Under Sail®* is a comprehensive guide providing program and contact information for hundreds of Tall Ships America member tall ships, shore-based programs, and business partners, offering a diverse range of sail training opportunities throughout North America and around the globe. To help fulfill the mission of Tall Ships America, the directory is widely distributed through maritime museums and their affiliated shops, marinas, at maritime events, and sail training programs, as well as bookstores, libraries, high school guidance counselors, university career resource centers, and educational conferences throughout the United States and Canada. The book includes photographs, specifications, program descriptions, and contact information and is a must for those planning their own adventure and for tall ship enthusiasts alike!





## Guidelines For Educational Programs Under Sail

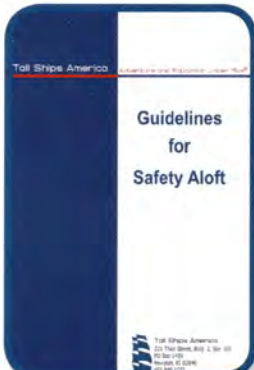


*Guidelines for Educational Programs Under Sail* defines Tall Ships America standards for sail training and sea education within the framework of the Sailing School Vessels Act. This manual defines criteria and indicators of effectiveness for the design, delivery, and evaluation of curricula, instruction, and program administration. In addition to the core of safe seamanship education, the guidelines apply to all aspects of sail training: adventure, education, environmental science, maritime heritage, and leadership development.

<http://www.sailtraining.org/about/sailtraining/world/documents/GuidelinesforEducationalProgramsUnderSailASTA.pdf>



## Guidelines for Safety Aloft



Tall Ships America member vessels represent a broad spectrum of vessel types, programs, and missions. *The Guidelines for Safety Aloft* attempt to cover a wide range of application and are necessarily general in nature. This document is aimed at providing a variety of options for implementation of a vessel-specific aloft safety regimen. This document offers some discussion and context for the provided options. It aims to provide resources for both training and equipment suitable for use in aloft work in sailing vessels, with emphasis placed on both training and safety.

[http://www.sailtraining.org/asta\\_files/about/sailtraining/world/documents/Guidelines%20for%20Safety%20Aloft.pdf](http://www.sailtraining.org/asta_files/about/sailtraining/world/documents/Guidelines%20for%20Safety%20Aloft.pdf)



## Rig Inspection Protocol



Tall Ships America, working in close communication with the USCG, has developed a *Rig Inspection Protocol and Template* for vessel operators to follow in conducting inspections of their ships' rigs. The document is available for downloading on the Tall Ships America Website.

<http://www.sailtraining.org/membership/documents/Rig%20Inspection%20Protocol.pdf>



### **Captain Arthur M. Kimberly Crew Development Grant Program**

The Captain Arthur M. Kimberly Professional/Crew Development Grant Program has been established to provide financial assistance to professional crew members of Tall Ships America member vessels in order to meet new and existing requirements for maintaining, as well as advancing, their USCG licenses, and to encourage the highest possible standards of safety training for individuals or groups of Tall Ships America members. Applicants must be a Tall Ships America Associate or Crew Member in good standing.

For details, contact the Tall Ships America office or visit the Tall Ships America Website at [www.tallshipsamerica.org](http://www.tallshipsamerica.org).



### **Henry H. Anderson, Jr. Sail Training Scholarship Program**

The Henry H. Anderson, Jr. Sail Training Scholarship was established in 1999 and is designed to assist young people between the ages of 14 and 19 to achieve a sail training experience aboard a USCG inspected Tall Ships America member vessel. Scholarships are available to both individuals and groups. Scholarships are awarded to individuals and groups who are genuinely interested in experiencing sail training and education under sail. Applicants must show a demonstrated need for financial assistance and must describe, in writing, what they feel they will achieve by participating in the sail training experience.

For details, contact the Tall Ships America office or visit the Tall Ships America Website at [www.tallshipsamerica.org](http://www.tallshipsamerica.org).





## Ernestine Bennett Memorial Sail Training Scholarship Program

The Ernestine Bennett Memorial Sail Training Scholarship is designed to assist people to achieve a sail training experience aboard a USCG inspected Tall Ships America member vessel. Scholarships are available to people ages 14 and above with special consideration going to female applicants from the Pacific Northwest. Scholarships are awarded to individuals who are genuinely interested in experiencing sail training and education under sail. Applicants must show a demonstrated need for financial assistance and must describe, in writing, what they feel they will achieve by participating in the sail training experience.

For details, contact the Tall Ships America office or visit the Tall Ships America Website at [www.tallshipsamerica.org](http://www.tallshipsamerica.org).



## National Maritime Sail Training Scholarship Program



National Maritime Sailtraining Scholarships are intended to encourage young Americans to consider attending an approved maritime academy such as the US Merchant Marine Academy, or to consider joining the maritime workforce through industry apprenticeship programs, by introducing them to careers at sea through participation in organized sail training programs aboard qualifying Tall Ships America member vessels. a future attendance

at a Maritime Academy or an industry Apprenticeship Applicants must provide documentary evidence demonstrating their interest in program, be physically fit for sea, and submit a written essay describing their motivation for participating in the program.

Applicants must be between 14 and 19 years old. The sail training experience for which they are applying must be of at least one week's duration and include at least six days at sea. The sail training program must be provided by a Tall Ships America member vessel in good standing that is inspected and certified under CFR 46 subchapter T (Small Passenger Vessels) or CFR 46 subchapter R (Sailing School Vessels).

For details contact the Tall Ships America office or visit the Tall Ships America Website at [www.tallshipsamerica.org](http://www.tallshipsamerica.org).



#### **Tall Ships America Website**

The Tall Ships America Website, [www.tallshipsamerica.org](http://www.tallshipsamerica.org), links you to the world of sail training and tall ships. The website combines exciting features with easy to navigate pages. A searchable listing of Tall Ships America member vessels makes it easy to learn more about opportunities under sail, the ships that can take you to sea, and shore-based programs. The Tall Ships America Website also provides information about Tall Ships® events such as the TALL SHIPS CHALLENGE® race series and international sail training associations and resources around the world.



#### **Tall Ships America Billet Bank**

An online Billet Bank provides notice of positions available aboard Tall Ships America member vessels. The Billet Bank is the most visited section of the Tall Ships America Website and is the most effective service available for matching professional sail trainers and open positions. Tall Ships America does not endorse any specific program or individual, but simply shares information as it becomes available.





Sail Tall Ships! Website  
[www.sailtallships.org](http://www.sailtallships.org)



Welcome to the world of seafaring adventure. SailTallShips.org is your portal and your guide to the Age of Sail in the 21st century. Here, you will find magnificent sailing ships from North America and the world, each offering its own unique way for you to sign aboard and experience the excitement, the challenge, and the wonder of life at sea.

### How to Book Your Tall Ship Adventure

Before you can book a voyage, you need to know which ship and voyage you want. By using the **Find Your Tall Ship Adventure** button you will be taken to a search engine that allows you to make choices of destination areas, preferred ships and departure dates to help you select what you want. Once you have made your choices, and selected a voyage that fits your preferences, click on **Request Booking For This Voyage** from the voyage page to go to a **Booking Request Form** to send to us. After we receive it, we will contact the ship about availability and get back to you.



## Marine Insurance Program

Navigate the complexities of marine insurance with help from the professionals at Allen Insurance and Financial, the exclusive endorsed insurance agency of Tall Ships America, providing new, unique and improved coverages for Tall Ships America members and their crews, including crew health insurance.

As part of the company's marine division, Chris Richmond tailors insurance programs for vessels and crews of all sizes, for every need and every circumstance.

Global expertise. Hometown service. With Allen Insurance and Financial, you're covered, the world over.

Established in 1866, Allen Insurance and Financial is an independent, employee-owned, community-minded company with 73 employees and offices in Camden, Rockland, Southwest Harbor, Waterville and Portland, Maine.

Allen Insurance and Financial  
Chris Richmond  
Tel: 800-439-4311  
[crichmond@allenif.com](mailto:crichmond@allenif.com)



## Regional Meetings

These meetings are less formal than our annual conference, but like the conference, we encourage our members to submit ideas for locations and topics. The regional meetings offer an opportunity for the host organization to showcase their facility and programs, while providing an intimate setting for attendees to network. Typical meetings may include a tour, special presentation, workshops, discussion groups, safety demonstration, day sail, luncheon and reception. If your organization would like to host a regional meeting, please send a letter of interest along with a proposed agenda to Lori Aguiar, Director of Operations at Tall Ships America.





## Annual Conference on Sail Training and Tall Ships

Now in its 42nd year, the Tall Ships America Annual Conference on Sail Training and Tall Ships gathers close to two hundred tall ships' owners and operators, masters, crew members, port representatives, public officials, marine suppliers, naval architects, program administrators, festival managers, preservationists, environmentalists, and educators for an information-packed 3-day conference. Topics concerning vessel operations, regulatory issues, management, maintenance, educational programming, and safety at sea are addressed each year, as are sessions on media relations, marketing, funding, communications, and port event organization. Tall Ships America's Annual Conference on Sail Training and Tall Ships is both fun and informative and offers oceans of networking opportunities.



## Annual Safety Under Sail Forum

Initiated in 1992, the Safety Under Sail Forum expands the international dialogue among professional mariners by presenting case studies of actual incidents at sea, discussing emerging technologies, and sharing "best practices" so as to constantly insure a high level of safety and professionalism in the sail training industry. Professionals engaged in sail training, sea education, vessel operations, and tall ship events from throughout the world participate in this annual symposium. Topics covered have included preparing for heavy weather, hypothermia, technology and forecasting, survival gear and much more. The Safety Forum is held in conjunction with the Annual Conference on Sail Training and Tall Ships.



## Annual Educator's and Administrator's Forum

The Educators and Administrators Forum is designed to inform and inspire excellence in the development and delivery of educational experiences under sail as well as address organizational sustainability. Going beyond just "how-to" educate, the forum covers a wide variety of topics including the latest in teaching techniques and resources, establishing successful partnerships with schools, communities and others, marketing, fundraising, development and more. The Educators and Administrators Forum is for educators AND those responsible for the marketing, development, sustainability and community outreach of educational programs under sail. The Educators and Administrators Forum is held in conjunction with the Annual Conference on Sail Training and Tall Ships.



2016: Québec City QUEBEC, CANADA

## THE QUEBEC INTERNATIONAL SAIL TRAINING AND TALL SHIPS CONFERENCE 2016



**QUEBEC, CANADA**  
**JANUARY 28 - 30, 2016**

### Québec International Sail Training and Tall Ships Conference 2016

The Quebec International Sail Training and Tall Ships Conference 2016 combined Sail Training International's Annual Sail Training and Tall Ships Conference with Tall Ships America's Annual Conference on Sail Training and Tall Ships to gather together an international group of more than 400 ships' masters, crewmembers, program administrators, educators, environmentalists, port representatives, festival managers and more...for an information-packed three day conference covering an international array of topics.





## 2016 Conference Focus Sessions and Workshops

- Sail Training Program Showcase
- Bridge Resource Management: What is in a Word?
- Closing Insurance Gaps for Foreign Ships in North America
- Back to Basics: Transforming Customer Complaints into Opportunities
- Host Port Feedback Session
- Recovery Under Sail
- Marketing Sail Training
- From Crisis Communication to Crisis Conversation: Social Media during Panic Mode
- Host Port Panel: Creating a Memorable Event Through Experience, Trial and Error
- Rendez Vous 2017 Event Workshop
- Research into Sail Training and Related Experiential Education
- Safety Management Systems: Moving Beyond Checklists
- Tall Ships and Tiny Boats: Leadership Strategies for Everyone
- Host Port Support for Sail Training
- Tall Ships America Annual Meeting & Elections
- TALL SHIPS CHALLENGE® Annual Awards Ceremony
- Sail Training International Ships Council Tall Ships Forum
- Sail Training International Ships Council Small Ships Forum
- Trainee Placement by Host Ports
- Connecting Sail Training with Mainstream Education
- Accident Analysis: Using Case Studies for Crew Training
- Organizational Succession Planning and the "Founders Trap"
- Planning a Successful Tall Ships Event
- Storytelling Through Events
- Green Practices Showcase
- Safeguarding, Welfare and Safety of Trainees
- Effective Youth Mentoring
- How to Run a Successful Kickstarter Campaign
- Running a Tall Ships Event on a Budget
- The Tall Ships Races 2017 Preview
- Safe at every level: Anti-bullying Workshop
- Not just Ships At Sea, Not just sail training for youth: Program Expansion Panel
- Fundraising Successes Explained
- Pitch Camp
- Changing Global Weather and Climate
- Qualification, Certification, Verification, Paperwork Administration: The Making of the Modern Tall Ships Sailor
- The Designated Person Ashore (DPA)



## 2017: Boston, Massachusetts

44th Annual Conference on Sail Training and Tall Ships  
The Way of a Ship: Linking our History, Heritage and Future



Boston, Massachusetts-February 8,9,10, 2017

### The Way of a Ship: Linking Our History, Heritage and Future

Tall Ships America's 44th Annual Conference on Sail Training and Tall Ships took place in Boston, Massachusetts on February 9 & 10, 2017. The conference was preceded by the Safety Under Sail Forum, the Educators and Administrators Forum and the Host Ports Seminar on February 8. The Conference was organized around six main topic areas:

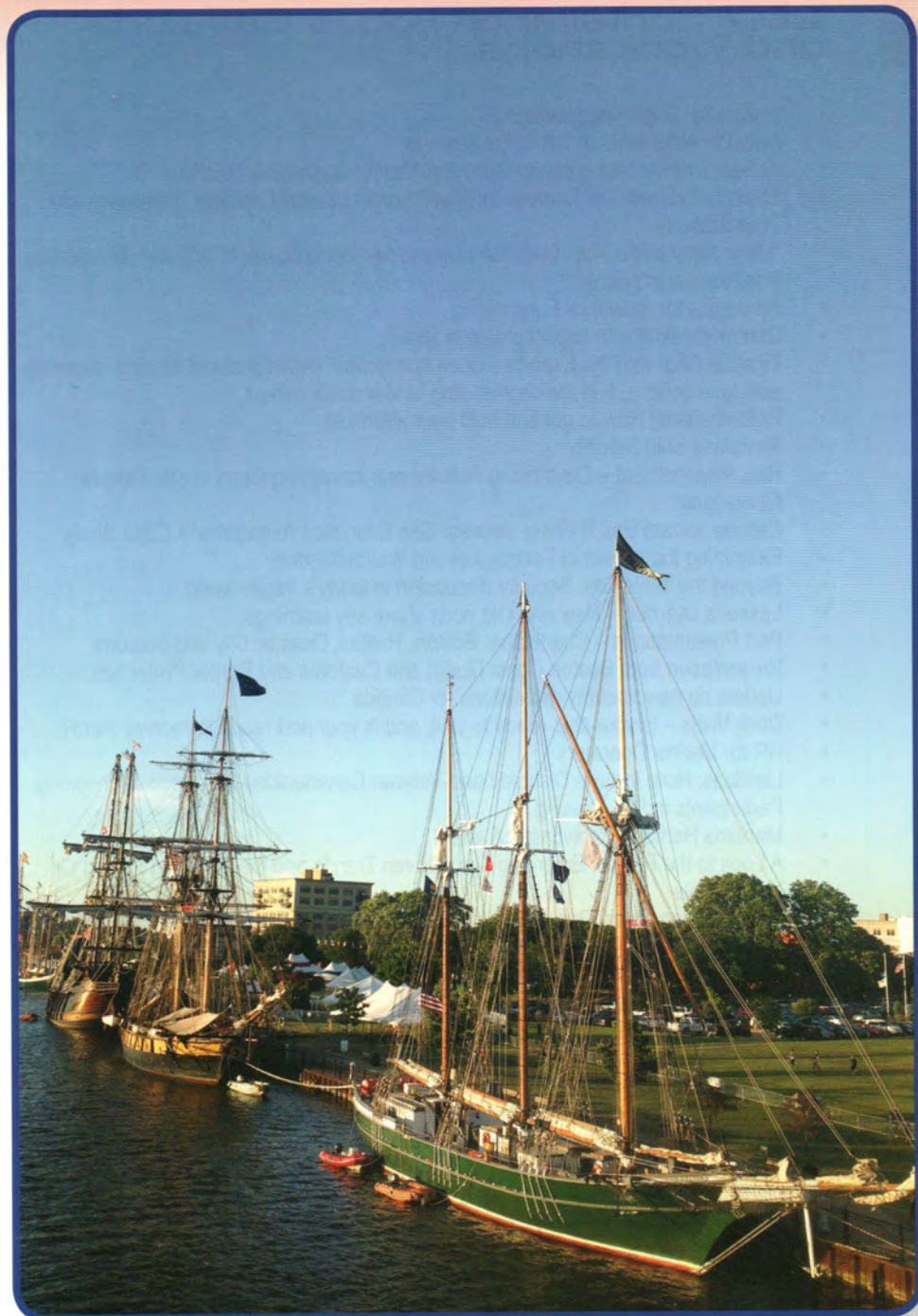
- ~Crew Training, Development, Retention
- ~Ship's Operations & Safety, Navigation, Marine Weather
- ~Educational Programming, Maritime History and Marine Science, Training for Careers at Sea
- ~Tall Ships events and Host Port Organizers
- ~Administration, Organizational Sustainability, Marketing, Fund Development
- ~Historic ship preservation and utilization





## 2017 Conference Focus Sessions and Workshops

- Dollars for Ships and Heritage
- New Developments at Tall Ships America
- At Sea Training Using the Auxiliary Sail Vessel Operations Textbook
- Coping with Stress and Depression: How Program Leaders Can Help Themselves and Their Students
- "Mirror, Mirror on the Wall": Understanding and developing the role of facilitated self-reflection in sail-training programs.
- Strategies for Individual Fundraising
- Communicating with impact philanthropists
- Fireside Chat with the Experts – open and honest answers about funding: planning, asking, receiving, and making/keeping funder relationships
- Presentations! How to get and hold their attention!
- Revisiting Ship Stability
- Risk Management – Developing Policies and Identifying Gaps in Sail Training Operations
- Fatigue aboard Sail Training Vessels: Sea Education Association's Case Study
- Examining the Impact of Fatigue beyond Watchstanding
- Beyond the Table Top: Security discussion in today's fragile world
- Lessons Learned – New and Old ports share key learnings
- Port Presentations – Charleston, Boston, Halifax, Quebec City and outports
- Presentation from Boston Coast Guard and Customs and Border Protection
- Update on new security regulations for Canada
- Dock Visits – Is your ship ready to visit, and is your port ready to receive them?
- HR for Marine Operators
- Limitless: How Today's Disabled and Veteran Communities Can Become Inspiring Participants in Sail Training
- Maritime Heritage Showcases A and B
- A Look to the Future: Emerging Tech-Driven Trends and their Coming Impact On Your Events
- Implementing Coast Guard Navigation and Inspection Circular 02-16: "Inspection Guidance for Sail Rigging and Masts on Inspected Sail Vessels"
- Bringing the Experience Aboard to the World Via Video
- Navigating the Regulatory Seas
- Working with Gold Star Teens: Honoring Heroes and Healing Hearts
- Moderated Discussion Group: Business planning; finding the path to financial sustainability
- Weather Considerations for Transiting the Western Atlantic in the Fall and Spring
- Education Program Showcase
- The Importance of Experiential Event Branding: Create Attendee Impact
- Medical Care Aboard Ship: Meeting Regulatory Requirements and Managing Risk
- Hot topics in Ocean Literacy and Marine Science
- Program Showcase



Tall Ship Celebration: Bay City, MI



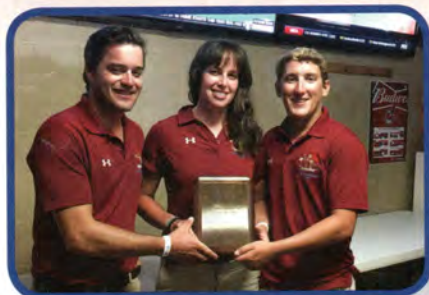
## The TALL SHIPS CHALLENGE® Series



**T**he TALL SHIPS CHALLENGE® Race Series is a series of sailing races, cruises, crew rallies and maritime festivals organized by Tall Ships America in conjunction with United States and Canadian ports on the Pacific, Atlantic and Gulf Coasts of North America and in the Great Lakes. Traditionally-rigged sailing vessels from Canada, the United States, and many other countries are crewed by young people (either civilians or cadets), ages 13 - 25, who are engaged in sail training programs under the supervision of captains and professional crewmembers.



# Are you Ready



The TALL SHIPS CHALLENGE® Race Series began in **2001** on the Great Lakes. Thirty vessels from six countries and 1,000 sail trainees and cadets participated in the races, sail training rallies and port festivals in seven United States and Canadian ports. Detroit and Windsor celebrated their 300th Anniversary; additional ports were Kingston and Port Colborne, Ontario; Cleveland, Ohio; and Bay City and Muskegon, Michigan.

The **2002** series was sailed on the Pacific Coast of North America. Sixty vessels from seven countries participated in the series which included port festivals in Richmond, British Columbia; Seattle, Washington; San Francisco and Los Angeles, California. Races were sailed from the mouth of the Strait of Juan de Fuca to San Francisco and then on to Los Angeles. More than 1,200 sail trainees enjoyed the experience.

The **2003** series was again on the Great Lakes. Twenty-seven vessels from India, the Netherlands, British Virgin Islands, United States and Canada participated. Port festivals were held in Cleveland and Toledo, Ohio as part of the Ohio Bicentennial; Chicago, Illinois; Muskegon and Bay City, Michigan; and Sarnia, Ontario. Four races were held between ports and more than 1,000 trainees enjoyed the races and cruises aboard vessels in the fleet. Millions of spectators came to the city waterfronts to see the vessels and talk with their crew/trainees to learn about life under sail and the opportunities to sail on Tall Ships America member vessels.



The **2004** TALL SHIPS CHALLENGE® Race Series brought vessels together from ten different countries: Belgium, Brazil, Canada, the Cook Islands, Mexico, Poland, Romania, the United Kingdom, the United States, and Uruguay. Across



# For The CHALLENGE?

2,300 nautical miles, these traditional sailing vessels tested their crews in friendly competition. The sailors aboard proudly displayed their ships to fascinated crowds in a dozen ports between race segments. Under blistering Florida sunshine and through impenetrable Nova Scotia fog, the ships' crews led their trainees in every aspect of running the vessels. Hand in hand with learning the ropes, the ships promoted team effort, responsibility, and personal development.

The **2005** TALL SHIPS CHALLENGE® Race Series returned to the Pacific Coast. Seven United States and Canadian ports and nearly sixty traditionally-rigged sailing vessels from Canada, the United States, Mexico, New Zealand, Russia and other countries took part. Ports included Victoria, Vancouver and Port Alberni, British Columbia; Tacoma, Washington; Channel Islands Harbor, Oxnard, Los Angeles and San Diego, California.



For the third time, the **2006** TALL SHIPS CHALLENGE® Race Series returned to the Great Lakes. The series began in Cleveland, Ohio. From Cleveland the ships raced to Bay City, Michigan, sailed in company to Green Bay, Wisconsin and finally, were welcomed by over one million people in Chicago, Illinois. Throughout the summer, 22 vessels from the United States, Canada, Cook Islands and British Virgin Islands, took trainees on board to sail and show their competitive spirits in the Great Lakes.

The **2007** TALL SHIPS CHALLENGE® Race Series visited the Atlantic Coast ports of Charleston, South Carolina; Norfolk, Virginia; Newport, Rhode Island and Halifax, Nova Scotia. Participating vessels came from India, Indonesia, the Netherlands, England, Germany, Colombia, Brazil, Uruguay, France, Canada and the US. The ships were gorgeous, the crews enthusiastic and the public showed their support by the thousands.

The **2008** TALL SHIPS CHALLENGE® Race Series visited the Pacific Coast ports of Victoria, British Columbia; Tacoma, Washington; Port Alberni, British Columbia; San Francisco, Oxnard and Los Angeles and San Diego, California. Thirty-two vessels, some from as far away as New York, Connecticut, the British Virgin Islands and Colombia participated in the multi-port series which included four races.

Tall ships from around the world participated in the **2009** TALL SHIPS® ATLANTIC CHALLENGE, a spectacular odyssey around the North Atlantic Ocean of more than 7,000 nautical miles. Ships and crew participated in an exciting and competitive series and host ports in Vigo, Spain; Tenerife, Canary Islands; Hamilton, Bermuda; Charleston, South Carolina; Boston, Massachusetts; Halifax, Nova Scotia, Canada and Belfast, Northern Ireland provided a fabulous welcome for the fleet and trainee crews. Billed as “the race of the decade”, this transatlantic event was the culmination of years of planning on both sides of the pond. Working with Sail Training International (STI), based in Gosport, United Kingdom, Tall Ships America eagerly welcomed the international fleet, representing Argentina, Russia, Portugal, Romania, Belgium, Brazil, the Netherlands, Uruguay, Bermuda, England, France, Germany, Italy, the United Kingdom, the United States and Canada, to the Eastern shores of the United States.

In **2010**, Tall Ships America partnered with Great Lakes United to bring a fleet of international tall ships to the Great Lakes, the world’s largest body of fresh surface water. As part of the Great Lakes United TALL SHIPS CHALLENGE® 2010 Race Series, the tall ships raced through all five Great Lakes making port appearances in Toronto, Ontario; Cleveland, Ohio; Bay City, Michigan; Duluth, Minnesota; Green Bay, Wisconsin and Chicago, Illinois. The series highlighted two important initiatives: water conservation education and youth sail training. The maritime festivals in each host port gave visitors a chance to board the vessels, meet the crew and trainees and learn about the many varied opportunities to sail and travel on Tall Ships America member vessels.

Bright sunny days greeted visitors to the TALL SHIPS CHALLENGE® Pacific Coast **2011** Festival of Sail in Oxnard, California. Seven ships – *Amazing Grace*,



*Curlew, Spirit of Dana Point, Californian, Patricia Belle, Bill of Rights, and Irving Johnson* filled Channel Islands Harbor and twenty thousand people came down to the waterfront to see and tour the fleet.

The summer of **2012** saw the return of the tall ships to the Atlantic Coast as part of the TALL SHIPS CHALLENGE® Atlantic Coast 2012 Race Series. Savannah, Georgia; Greenport, New York; Newport, Rhode Island and Halifax, Nova Scotia hosted the fleet as they raced and sailed their way up the coast. More than 20 vessels participated including *Alliance, Appledore IV, Appledore V, Belle Aventure, Bounty, Gazela, Lynx, Mystic Whaler, Peacemaker, Picton Castle, Pride of Baltimore II, Providence, Roseway, Unicorn, Sorca, Summer Wind, Tree of Life* and special appearances were made by *Dewaruci*, the Indonesian naval vessel, the French naval ships *La Belle Poule* and *Etoile*, and our own USCG Barque *Eagle* and Canadian tugboat *Theodore Too*

Commemorating the military events of the War of 1812 across the Great Lakes for both the United States and Canada, the **2013** TALL SHIPS CHALLENGE® series took place in the Great Lakes - two countries, five Great Lakes, over 25 participating tall ships, 22 port appearances, five races, and millions of visitors. Produced in partnership with the TALL SHIPS CHALLENGE® Great Lakes 2013 series, the TALL SHIPS® 1812 Pan Provincial Tour traveled throughout Ontario as part of the series. Sixteen Ports including Brockville, Toronto, Hamilton, Port Dalhousie, Sault St. Marie, Collingwood, Wasaga Beach/Nancy Island, Owen Sound, Penetanguishene, Midland, Discovery Harbour, Windsor, Amherstburg, Leamington, Kingsville, and Pelee Island participated in this event commemorating the bicentennial of the War of 1812. US ports of call included Cleveland, Ohio; Bay City, Michigan; Duluth, Minnesota; Chicago, Illinois; Green Bay, Wisconsin and Erie, Pennsylvania. Participating vessels included *Appledore IV, Challenge, Denis Sullivan, Empire Sandy, Fair Jeanne, Friends Good Will, Hindu, Kajama, La Revenante, Liana's Ransome, Lynx, Madeline, Niagara, Pathfinder, Peacemaker, Playfair, Pride of Baltimore II, Red Witch, Sorlandet, St. Lawrence II, Unicorn, and Windy.*

**2014** saw the series back on the Pacific Coast of California. Ports in the TALL SHIPS CHALLENGE® Pacific Coast 2014 series were Los Angeles, Dana Point and San Diego. Participating vessels included *American Pride, Bill of Rights, Californian, Curlew, Exy Johnson, Freda B., Irving Johnson, Patricia Belle, Pilgrim, Spirit of Dana Point, Star of India* and HMS *Surprise* and one very large yellow rubber duck.

Racing is one of the most important components of the series. Historically, when two or more sailing vessels are found to be heading in the same direction, an impromptu race almost always ensues. The crews pay close attention to the other ships and to the trim of their own sails in hopes of outdoing their counterparts.

But how can you compare the racing of a 60-foot sailboat with a 240-foot sailing ship carrying 10 times as much sail area? A special rating system developed in the European tall ships races is used to assign vessels of any size a relative performance factor. This gives all vessels an equal chance of winning if they are

sailed well. Before the series starts, hull, rigging and sail measurements for each vessel are submitted to Sail Training International headquarters in England. They compute Time Correction Factors (TCFs) for each vessel using a program that has been fine-tuned over many years of competition. After each race, the Race Team multiplies the time it takes for a vessel to complete the course – its elapsed time – by its TCF in the race to determine the corrected time; corrected times are then compared to determine final standings.

Safety at sea is critical and each participating sailing vessel has been inspected and certified for its intended use either by a national maritime authority (the Coast Guard in the US) or by an internationally-endorsed society. At the beginning of the season, the safety equipment on each vessel is double-checked by the Race Team and any discrepancies are remedied prior to the first race.

While underway, racers use VHF or SSB radio to keep in contact once or twice daily with the race communications officer on the escort vessel and often with the TALL SHIPS CHALLENGE® Race Office by satellite-assisted email.

Interested youth are encouraged to sail in a race or cruise between host ports. Tall Ships America offers scholarships for eligible youth. More information is available at [www.tallshipsamerica.org](http://www.tallshipsamerica.org). Berths are also available for adults on a number of the participating vessels.

Since the first TALL SHIPS CHALLENGE® Race Series in 2001, Tall Ships America and the host cities have strived to bring the experience of sail training to the North American public. As part of its continuing mission to encourage character building through sail training, both trainees and visitors are given an opportunity to learn about life at sea aboard a tall ship. Whether it is learning to sail for the first time or learning about local maritime history, the TALL SHIPS CHALLENGE® Race Series brings to the public the opportunity to see and touch history. In this way, we can further our mission of adventure and education under sail through the unique experience that the TALL SHIPS CHALLENGE® Race Series offers to youth of all ages.





Class A Race Start - *Picton Castle* and *Sagres*



# TALL SHIPS CHALLENGE®

## LAFAYETTE'S *Hermione* Voyage 2015™

In partnership with

## TALL SHIPS CHALLENGE Atlantic Coast 2015



LAFAYETTE'S  
*Hermione*  
Voyage 2015

★ L'Hermione Solo Visit

★ Fleet Visit

L'Hermione's grand voyage will take her across the Atlantic Ocean, bringing to life the journey made by LaFayette in 1780 and celebrating the historic relationship between the United States and France. In partnership with Tall Ships America's TALL SHIPS CHALLENGE® Atlantic Coast 2015 series, L'Hermione will make port stops along the Atlantic Coast of North America.



TALL SHIPS  
AMERICA.



TALL SHIPS  
CHALLENGE

# 2015

For more information visit [www.tallshipsamerica.org](http://www.tallshipsamerica.org)





# Atlantic Coast 2015

In the summer of 2015, the race team travelled along the Atlantic Coast in the company of an impressive fleet of vessels. US Coast Guard Cutter *Eagle*, Portugal's own *Sagres*, *El Galeon Andalusia* from Spain, *Picton Castle* from the Cook Islands, along with our US based member vessels, made stops in Cape Charles, VA; Philadelphia, PA & Camden, NJ; Greenport, NY and Portland, ME.

The main focus of the summer series was the first US visit of the French frigate, *L'Hermione*. Her voyage to the US was in cooperation with our partner, *Friends of Hermione-Lafayette in America*, and it celebrated our long history of Franco-American friendship. Called **Lafayette's Hermione Voyage 2015**, the 18th century replica of the frigate that carried Lafayette to America in 1780, made numerous stops along the Atlantic Coast, and joined the TALL SHIPS CHALLENGE® fleet in Philadelphia-Camden and Greenport.

## Cape Charles, Virginia

THE first port of the call in the TALL SHIPS CHALLENGE® 2015 series was Cape Charles, VA, a tiny town of about 800 people who, despite the sweltering 100-degree heat, enthusiastically welcomed *Picton Castle*, *Tree of Life*, *Lynx*, *Hindu*, and *Alliance* to their town. From Cape Charles, the fleet headed to one of the most historic cities in America.

## Philadelphia, PA-Camden, NJ

The Philadelphia-Camden event straddled both sides of the river and spanned two different states. More than 300,000 people came to the waterfronts to see *Eagle*, *Sagres*, *Hermione*, *El Galeon*, *Tree of Life*, *Pride of Baltimore II*, *Lynx*, *Hindu*, *When & If*, and Philly's own *Gazela*.



BAGHEERA



BOWDOIN



A J MEERWALD



ALERT



EAGLE



EL GALEON ANDALUCIA



FRITHA



GAZELA

### Greenport, New York

Greenport, NY was the third stop. Because Greenport is a small village (population 2,200) and the size of the crew was so large (almost 450), we struggled to find a place big enough to hold the crew party. A parking lot was too impersonal and the high school was too far to walk. One of the organizers suggested that we incorporate the crew party into Greenport's weekly outdoor music program in the park adjacent to where the tall ships were docked. The last night of the festival found the crew from the ships mingling with the locals, dancing along to some seriously funky music and, in the case of *Sagres*, distributing fresh baked cake.



Greenport - Music in the park





Lori Aguiar and Tall Ships® Portland Volunteer

### Portland, Maine

When we arrived in our last port, Portland, Maine eight vessels opened for boarding - *Alert*, USCG Barque *Eagle*, *El Galeon Andalucia*, *Fritha*, *Lynx*, *Oliver Hazard Perry*, *Picton Castle* and *Tree of Life*. Local Portland vessels – *Bagheera*, *Wendameen* and *Frances* offered day sails during the festival, providing a moving backdrop to the scene at the waterfront.

### The Races:

(Race one: Cancelled due to weather)

Race Two: Cape May to Greenport, NY

The morning of Tuesday, June 30, 2015 dawned clear and windy as the race team made their way down the docks of the Corinthian Yacht Club of Cape May whose team had generously offered to volunteer their time to take the race team out to the race starting line (15 miles off shore) and to help them start the race. Participating were *Picton Castle*, *Sagres*, *Hermione* and *Lettie G. Howard*. An hour later, after a very bumpy ride, we made it to the start line, well out of the way of the traffic separation scheme going into and out of the Delaware Bay and away from the shoal waters that extend out from the shore. As we went about prepping for the race start, it was amazing to see the ships sailing out to meet us. When we see the ships in port, they seem so passive- bobbing gently at docks, sails all tucked away, and everything neatly stowed. It's when you see them under way that you truly get to understand



HINDU



KALMAR NYCKEL



L'HERMIONE



LYNX



OLIVER HAZARD PERRY

their awesomeness. The ship and the crew are part of something much bigger than themselves. With the sails full of wind, the crew straining at the lines, and the ship cutting through the water, you are transported. They are a direct link to our shared global maritime history and to see them under sail is to see history come to life.



PICTON CASTLE

Soon, we had the line set and were waiting to start the race. The four ships then gathered for the start of the race north towards Long Island. *Picton Castle*, *Sagres* and *Lettie G. Howard* slowly began to turn towards the line. Five minutes from the start the ships were bearing down on the line. As the cannon went off, we had a perfect view of the ships as they sailed toward us. Eight minutes after the gun *Picton Castle*, with Captain Sam Sikkema in command, was first across the line and close enough to the Race Committee boat that we could call across congratulations to the captain and crew, followed two minutes later by *Sagres*, *Lettie G. Howard* and *Hermione*. *Hermione*, coming up from behind on the



SAGRES



SERENITY



*Sagres passes the race committee boat*





*Picton Castle, Sagres and Lettie G. Howard heading to the starting line*

opposite tack, caught the breeze and quickly caught up to the others. On our way back to shore, we saw *Lynx* sailing along on her way north, full sails set and cutting through the water. It was a glorious day for a sail all around.



TREE OF LIFE



*L'Hermione*



WENDAMEEN

# TALL SHIPS CHALLENGE®

## Atlantic Coast 2015 Race Results

(corrected time)

**Race One:** Cancelled due to weather

**Race Two:**  
Cape May, NJ to Montauk, NY

First Place - *SAGRES*  
Second Place - *PICTON CASTLE*



*Sagres*





The crew of Sagres shows off their first place award

# TALL SHIPS CHALLENGE®



**Erie Insurance®**  
Above all in service—since 1925  
Official Race Sponsor

## TALL SHIPS CHALLENGE® Great Lakes 2016





APPLEDORE IV



APPLEDORE V

In the summer of 2016, Tall Ships America brought a fleet of tall ships to the Great Lakes, the world's largest body of fresh surface water. The TALL SHIPS CHALLENGE® Great Lakes 2016 race series included tall ships races through all five Great Lakes and made port appearances in cities throughout the United States and Canada.

We had a whirlwind of a time in the Great Lakes in 2016. Eight ports over the course of 12 weeks, five races – one in each of the lakes. Two foreign vessels, *Draken Harald Hårfagre*, the Viking ship from Norway, and *El Galeon Andalucia* from Spain, made everything a little bit more exciting. In addition, the fleet featured many ships from the Great Lakes family including *Appledores IV and V*, *Denis Sullivan*, *Empire Sandy*, *Fair Jeanne*, *Friends Good Will*, *Madeline*, *Mist of Avalon*, *Pathfinder*, *Playfair*, *Red Witch*, *St. Lawrence II*, and *Windy*. *Pride of Baltimore II*, *When and If*, and US Brig *Niagara* also joined the fleet.





# Great Lakes 2016

Ports included Toronto, Ontario, Canada; Fairport Harbor, Ohio; Bay City, Michigan; Chicago, Illinois; Green Bay, Wisconsin; Duluth, Minnesota; Erie, Pennsylvania; and Brockville, Ontario, Canada.

Erie Insurance sponsored five races over the course of the series, one in each of the Great Lakes, and the US Brig *Niagara* acted as the communication vessel for each of the races.



DENIS SULLIVAN



DRAKEN HARALD  
HÅRFAGRE

Redpath Waterfront  
Festival  
Toronto, Ontario  
1-3 July



Redpath Waterfront Festival/ Toronto

The series kicked off in Toronto. This was the first time we saw the Viking ship, *Draken Harald Hårfagre*, in real life. She was an incredible sight to see with her huge red silk sail and dragon head sailing into Toronto harbor. In addition to *Draken Harald Hårfagre*, the Toronto fleet also included *Pride of Baltimore II*, *El Galeon Andalucia*, *St. Lawrence II*, *Pathfinder* and *Playfair*, and two Canadian Naval vessels.



EL GALEON ANDALUCIA

Tall Ships® Fairport Harbor  
Fairport Harbor, Ohio - 8-10 July

First time participant Fairport Harbor, Ohio, a small town of about 2,000 people, just outside of Cleveland, saw record numbers (and record heat) over their festival weekend. This was the first port where the core fleet of *Draken Harald Hårfagre*, *Appledore IV*, *When and If*, *Niagara*, *El Galeon*, *Denis Sullivan*, *Pride of Baltimore II*, and *Mist of Avalon* were all together.

Tall Ship® Celebration: Bay City  
Bay City, Michigan - 15-17 July

We arrived in Bay City, Michigan, where they did something new this year, the Kroger Galley Throwdown. Over the course of three days, the ship's cooks had to create appetizers, main course and dessert from local products. In the end, as they were both so inventive and delicious, It was judged a tie between, *When and If* and *El Galeon*. Both received a \$500 dollar gift card from Kroger. 2016 also set an attendance record for Bay City. This town of 30,000 welcomed 100,000 people to the event. It was an incredible three days.



EMPIRE SANDY



FAIR JEANNE



FRIENDS GOOD WILL



The Kroger Galley Throwdown in Bay City, MI





*Draken Harald Hårfagre at Navy Pier in Chicago, IL*



MADELINE



MIST OF AVALON

### TALL SHIPS® Chicago 2016 Chicago, Illinois - 27-31 July

Onwards to Chicago! This was the midpoint event of the summer and you couldn't ask for a better city or location along Navy Pier. Three meals a day were provided, fireworks every night, and to top it all off, a crew party held on the rooftop terrace of Navy Pier...

### Baylake Bank Tall Ships® Festival Green Bay, Wisconsin - 5-7 August

We arrived in Green Bay, where everyone was excited for the ships. It was a fantastic three days.

### Tall Ships® Duluth 2016 Duluth, Minnesota - 18-21 August

And then the fleet sailed across Lake Superior to Duluth. It takes a lot of time and effort to get to Duluth and the welcome is always warm.



NIAGARA



PATHFINDER



PLAYFAIR



PORCUPINE



PRIDE OF BALTIMORE II



RED WITCH

### Tall Ships® Erie Erie, Pennsylvania - 8-11 September

Leaving Duluth, the fleet sailed back across Superior, down Lake Huron and into Lake Erie for Tall Ships® Erie. This was the third time that the Flagship Niagara League has organized this event. One of the highlights of the event is when they bring in local school kids to tour the vessels. Over 4,000 kids get the ships to themselves on the first morning of the event. They have the opportunity to interact with crew members, haul on lines, and learn first hand what it takes to sail one of these magnificent tall ships.

### Tall Ships® Brockville Brockville, Ontario - 17-18 September

This series began and ended in Canada. The last port of the season was Brockville, Ontario. *Black Jack*, *Empire Sandy*, *Fair Jeanne*, *El Galeon*, *Mist of Avalon*, *Pride of Baltimore II*, *St. Lawrence II*, and *When and If*, all participated in the Parade of



Tall Ships® Brockville





*Members of the US Power Squadrons assisting*



ST. LAWRENCE II



WHEN AND IF



WINDY

Sail. Spectators lined the shore on Friday afternoon to welcome the ships to the City of 1000 Islands. Brockville is one of the Ontario's oldest European-Canadian communities and was named for Major-General Issac Brock. Brock was considered the "Hero and Saviour" of Upper Canada because of his success in securing the surrender by Americans of Fort Detroit during the War of 1812. Luckily, there seemed to be no lingering hard feelings during our visit.

The race team worked with several partners throughout the series US Sailing ran a REACH scavenger hunt in the ports during the series.

The United States Power Squadron. played an integral part of both the shore side and water side of the events.

The US Naval Sea Cadets Corps - These kids were all over the place in Bay City, Michigan acting as "rockstar" volunteers and being generally polite, professional and incredibly helpful while greeting and escorting motorcoach groups and assisting guests at the boarding lines.

A huge thank you to all of our TALL SHIPS CHALLENGE® Great Lakes port partners for helping to make the series a success.

## TALL SHIPS CHALLENGE®

### Great Lakes 2016 Race Results

#### Race One: Lake Ontario "Round The Buoys" Race

First Place - *PRIDE OF BALTIMORE II*

#### Race Two: Lake Erie Fairport Harbor towards the Pelee Passage

First Place - *US Brig NIAGARA*  
Second Place - *DENIS SULLIVAN*  
Third Place - *PRIDE OF BALTIMORE II*

#### Race Three: Lake Huron Tawas Point (Bay City) towards Bois Blanc Island

First Place - *PRIDE OF BALTIMORE II*  
Second Place - *PLAYFAIR*  
Third Place - *US Brig NIAGARA*

#### Race Four: Lake Michigan Chicago, Illinois towards Algoma, Wisconsin

First Place - *WHEN AND IF*  
Second Place - *PRIDE OF BALTIMORE II*  
Third Place - *APPLEDORE IV*

#### Race Five: Lake Superior Duluth towards Whitefish Point

First Place - *PRIDE OF BALTIMORE II*  
Second Place - *WHEN AND IF*  
Third Place - *NIAGARA*





# TALL SHIPS CHALLENGE®

## TALL SHIPS CHALLENGE® Atlantic Coast 2017

in collaboration with Sail Training International's  
**RENDEZ-VOUS 2017 TALL SHIPS® REGATTA**



**BOSTON, MA**  
**JUNE 17-22**

**CHARLESTON, SC**  
**MAY 19-21**

**BERMUDA**  
**JUNE 1-6**

**THE TALL SHIPS  
ARE COMING!®**

  
TALL SHIPS  
AMERICA.

  
TALL SHIPS  
CHALLENGE

  
**RDV2017**  
— Tall Ships Regatta —  
CANADA

Adventure And Education  
Under Sail®





## Atlantic Coast 2017

In 2017, Tall Ships America collaborated with Sail Training International for a transatlantic Tall Ships® Regatta marking the 150th anniversary of the Canadian Confederation. The Rendez-Vous 2017 Tall Ships® Regatta brought ships from European host ports to Boston on June 17-22 and then on to various ports in Canada and the Gulf of St. Lawrence before arriving in Quebec City in July. From Quebec City the ships returned to Europe in September 2017.

As part of Tall Ships America's TALL SHIPS CHALLENGE® Atlantic Coast 2017 Race Series - and a feeder port for the Rendez-Vous 2017 Tall Ships® Regatta - Tall Ships® Charleston hosted a fleet of international vessels, 19-22 May. Charleston was also the start of a race to Bermuda, where the tall ships joined the Rendez-vous fleet before racing north to Sail Boston® 2017, June 17-22.



Quebec City



ALEXANDER VON  
HUMBOLDT II



AMERICA 2.0



EL GALEON



LIBERTAD



LYNX



TALL SHIPS AMERICA MEMBER  
PARTICIPATING VESSELS



OOSTERSCHELDE



PICTON CASTLE



SPIRIT OF  
SOUTH CAROLINA



PRIDE OF BALTIMORE II



WHEN AND IF

This was the fourth time Charleston has hosted the tall ships. They had an amazing fleet with vessels from Argentina, Cook Islands, Netherlands, Germany, Spain and the US available for public boarding and sail-aways. The event opened on Thursday, May 18 with a Grand Parade of Sail when the ships sailed their way past downtown Charleston and up the Cooper River. The three-day Tall Ships® Charleston Festival was followed with a race to Bermuda where the US TALL SHIPS CHALLENGE® Atlantic Coast Fleet met up with the European Rendez-Vous 2017 Tall Ships® Regatta fleet racing to Bermuda from Las Palmas. Paul Bishop, Race Director, for Sail Training International talks about the races in his blog:



## 22 May

*Following a fantastic Tall Ships® Charleston event, six vessels are today starting their race to Bermuda to meet the rest of the Rendez-Vous 2017 Tall Ships® Regatta fleet who are racing from Las Palmas.*

*"Blue Clipper has strengthened her lead on corrected time as Jolie Brise has slowed up having found some light and variable winds. There are interesting tactics at the head of the fleet as Peter von Danzig is heading south west to find more breeze, whilst Spaniel heads north west to do the same. The wind is unpredictable over the next few days as the fleet closes in on Bermuda so the navigators will need to make some important decisions."*

*"In contrast, the US Feeder Race is due to start from Charleston later today and the fresh winds are predicted to stay in the south west to west sector most of the way to Bermuda making it potentially a bit of a 'drag race'. We will see."*

## 23 May

*The Rendez-Vous 2017 Tall Ships Regatta has now developed into two separate fleets of tall ships, both eagerly racing towards Bermuda, for festivities which start on Thursday 1 June.*

*"Pride of Baltimore has made a flying start and leads the Charleston to Bermuda fleet – she is averaging an amazing 11 knots at present. When and If, Spirit of South Carolina and Oosterschelde are chasing her hard and are in that order on the water, on Corrected Time. Alexander von Humboldt II and Picton Castle have been delayed in Charleston for unavoidable reasons, but are due to take the start line later today. The wind is forecast to increase to a strong south-westerly over the next couple of days, so we are expecting very fast passages for the Charleston fleet."*

*"The fleet racing from Las Palmas has slowed down as they have been running into the predicted lighter and more variable winds to the east of Bermuda. Peter von Danzig has kept her lead on the water ahead of Spaniel, Vahine and Rona II. Blue Clipper is having a great race and remains in first place on Corrected Time with Jolie Brise and Wylde Swan in second and third places."*

## 24 May

*The Rendez-Vous 2017 Tall Ships Regatta continues its two races with some tight competition and winning places still unknown.*

*"In the US Feeder Race from Charleston, Pride of Baltimore II leads on the water and continues to make fast progress towards Bermuda with When and If not far behind. Oosterschelde has overhauled Spirit of South Carolina and is just one mile apart and she has moved up into second place on corrected time due to her low Time Correction Factor."*

*"Whilst the Charleston fleet are enjoying some really fast racing, the Race Committee have decided to bring the time limit forward to 14:00 UTC tomorrow*



*for the Las Palmas fleet due to the light and variable winds they have been experiencing. At this time the race results will be calculated using the Finish at Sea formula with the Racing and Sailing Instructions. Will the final results change?"*

25 May

*With the Rendez-Vous 2017 Tall Ships® Regatta Race 2 drawing to a conclusion at sea, and the US Feeder Race continuing exciting racing action towards Bermuda, we have some great updates from Pride of Baltimore (USA):*

*"We are clipping along with a triple reef in the main, full fore, stay, and jib with fore top. We have settled into a little rhythm now. It is still a very wet & bumpy ride, and everything is covered in salt. Phil's battle in the galley continues. Being on a starboard tack means he must travel uphill from the stove to the sink. No fishing — we are moving too fast! All is well."*







*Pride of Baltimore II, Toronto 2013 (Photo by Patti Lock)*



ADIRONDACK III



ADVENTURE



ALERT



ALEXANDER VON  
HUMBOLDT II



BLUENOSE II



TALL SHIPS AMERICA PARTICIPATING  
MEMBER VESSELS



BRILLIANT



EAGLE



EL GALEON



ESMERALDA



FAME



FORMIDABLE



GERONIMO



GUAYAS



HARVEY GAMAGE



HINDU



LETTIE G HOWARD



LIBERTY CLIPPER



LYNX





OLIVER HAZARD PERRY



OOSTERSCHDELDE



ORIOLE



PICKTON CASTLE



PRIDE OF BALTIMORE II



SPIRIT OF SOUTH CAROLINA



ROSEWAY



SHENANDOAH



TREE OF LIFE



WHEN AND IF

In 2017, Tall Ships America collaborated with Sail Training International for a transatlantic Tall Ships® Regatta marking the 150th anniversary of the Canadian Confederation. **The Rendez-Vous 2017 Tall Ships® Regatta** brought an international fleet of over 40 ships to The City of Boston which hosted Sail Boston 2017® from Saturday, June 17, to Thursday, June 22. The fleet was docked along the South Boston Waterfront, the Downtown Waterfront, and at Charlestown. Boston was the only official US port of the *Rendez-Vous 2017 Tall Ships® Regatta*, the trans-Atlantic regatta which started in Royal Greenwich, UK, then raced to Sines, Portugal, followed by Bermuda. From Bermuda the fleet raced to Boston, for Sail Boston 2017®. Following the Sail Boston® event, the fleet cruised-in-company, stopping in various ports in Canada and the Gulf of St. Lawrence before arriving in Quebec City, Canada in July. From Quebec City the ships returned to Europe in September 2017.

# TALL SHIPS CHALLENGE®

## Atlantic Coast 2017 Race Results

### US Feeder Race Charleston to Bermuda

First Place/Class B/corrected time - *Pride of Baltimore II*

Second Place/ Class A/corrected time - *Oosterschelde*

Third Place/ Class B/corrected time - *When and If*

### Race 3 Bermuda to Boston

First Place/Class B/corrected time - *Pride of Baltimore II*

Second Place/Class B/corrected time - *Jolie Brise*

### Race 4 Boston to Gulf of Saint Lawrence

First Place/class A/corrected time - *Union*

Second Place/class A/corrected time - *Eagle*

Third Place/class A/corrected time - *Oosterschelde*

Complete race results can be found on the

Sail Training International Website at:

[www.sailtraininginternational.org](http://www.sailtraininginternational.org)





Start of Race 4: Boston to the Gulf of St. Lawrence photo by Carl Gustin

# TALL SHIPS CHALLENGE®

Gulf Coast 2018



\* Ports and dates are subject to change

## THE TALL SHIPS CHALLENGE® SERIES IS COMING TO THE GULF COAST FOR THE FIRST TIME IN HISTORY!

In the Spring of 2018, thousands of people will visit the waterfronts to explore the magnificent tall ships during the **TALL SHIPS CHALLENGE®** Race Series. With its family friendly festivals showcasing historic tall ships, **TALL SHIPS CHALLENGE® Gulf Coast 2018** will be an event unlike any before!



Adventure And Education  
Under Sail®

# 2018

For more information, visit [www.tallshipsamerica.org](http://www.tallshipsamerica.org)



# TALL SHIPS CHALLENGE®

## Great Lakes 2019



In the summer of 2019, Tall Ships America will once again bring a fleet of tall ships to the Great Lakes, the world's largest body of fresh surface water, as part of the **TALL SHIPS CHALLENGE® Great Lakes 2019** race series. Join us as the tall ships race through the Great Lakes making port appearances in cities throughout the US and Canada.



Adventure And Education  
Under Sail®

# 2019

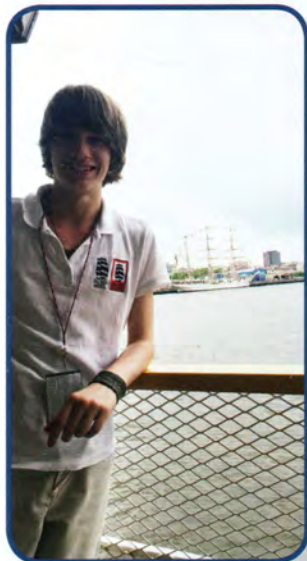


"The late Jack Kennedy once wrote, "Sailing has taught me something of the courage, resourcefulness and strength required of men who sail the seas in ships." Indeed, it is these elements of character required by the sea - and taught to us by the sea - that define the immense potential of sail training. Through Tall Ships America's summer internship, youth can explore life-changing opportunities available to those determined enough to seek them."

- Eliza Braunstein, 2013 summer Intern



# The TALL SHIPS CHALLENGE® Internship Program



Each summer during the TALL SHIPS CHALLENGE® Race Series, Tall Ships America offers a team of young people the opportunity to serve as interns with the TALL SHIPS CHALLENGE® Race Team. Throughout the course of the summer series, the interns assist the race director, work in the race office, man the information booths, interact with the participating vessels and their crews and trainees, the port organizers and volunteers, and represent Tall Ships America to the hundreds of thousands of people who come out to see the tall ships. Not to mention, sailing! Long days and hard work are a part of the job - but so are enduring friendships and memories that will last a lifetime. Since the first TALL SHIPS CHALLENGE® Series in the summer of 2001, young people from as far away as Japan and the United Kingdom, as well as Canada and the United States have had the chance to experience the CHALLENGE from this unique perspective.



James Rogers  
2015 TALL SHIPS CHALLENGE® Intern



My name is James Rogers. I am 15 years old and I will be a sophomore in North Kingstown Senior High School as of this upcoming fall. I was born in Campbell Hall, New York, on March 23, 2000. Some of my interests are ships/sailing, fencing, music, poetry and socializing. I like to think that I am hard working, in addition to being very approachable and attentive. Being raised around tall ships, I couldn't wait to go sailing aboard the schooner *Harvey Gamage* in the summer of 2013. My second time I sailed aboard a tall ship was this past August, when I was aboard the brig *Niagara*, where I will be returning once again after my internship this summer. As a kid, I always wished my dad would take me to the events with him so that I could see the ports and check out all the tall ships I had never seen before. Now, it looks like I finally have that opportunity.

For as long as I can remember I have been accustomed to the smell of the sea, and the rolling of a tall ship's deck beneath my feet. I was practically raised aboard a schooner. However, a real passion evolved for me from a paid to teach sailing gig, that I did the summer between my sophomore and junior years.

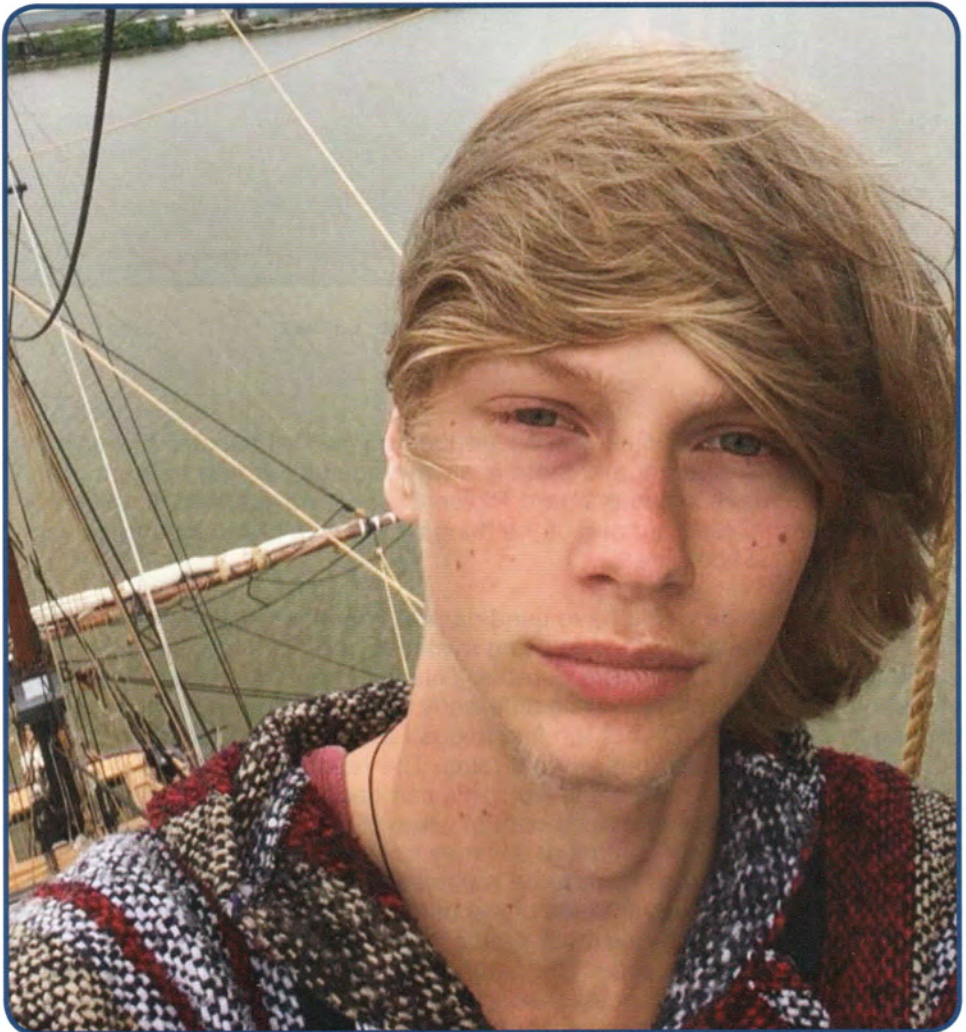
Sailing gives me a kind of drive to be better than I am that rarely exists for me elsewhere. It is a sort of natural antidepressant, which gives me peace in an otherwise crazy world. It has helped me grow and develop as a person, returning from a voyage with an improved work ethic and an insuppressible energy that drives me to succeed.

Recently, I've been given the most incredible opportunity to join the crew of the Barque *Picton Castle* for the ship's final world circumnavigation with Captain Dan Moreland as Master, embarking in March 2018. This once in a life-time 12+ month voyage isn't going to be the end of my sailing interests. In fact, the US Brig *Niagara*, out of Erie, PA has invited me to send my resume when I return.

For me, there was always a magic to be found at sea. I found no canvass ever captured it so vividly as a ship, sailing free, yet purposefully. Each and every component of a ship and her crew has a job—an essential duty, *Telos*, if you will, that must be carried out skillfully and efficiently to keep the ship afloat



and out of harm's way. This was how I fell in love with it, I found a unique sense of purpose, of serving a goal higher than myself, and in my crewmates I found a family. Like family I know that even if I don't get along with someone all the time, I know that we will always have each other's back.





Anna Sprague  
2015 TALL SHIPS CHALLENGE® Intern



Anna was raised in Savannah, GA. She grew up sailing a sunfish off Tybee Island. In college, she started dingy racing and sailing tall ships. Anna immediately loves anyone who can make her laugh. She plays the djurido, and is currently learning to play the guitar. Her most common phrase is, "It's chilly." Anna is looking forward to working with new crews and vessels this summer.

### Learning about the Lines

July 5, 2015

I have sailed on several ships since I stepped on my first tall ship three years ago. Every ship is different and there is always something new to learn. For the last week, I have sailed onboard *Picton Castle*. I have sailed on tall ships similar to *Picton Castle* but one of the things that make her unique to me is the use of natural fiber lines.

Historically, tall ships would have used natural fiber lines such as manila. Some tall ships have switched to using synthetic lines, though, because they last longer and tend to be more durable. This might not seem like a big deal at first but there are things you do differently when working with natural fibers versus synthetic lines. One of the first things I learned was that you have to put slack in some of the lines when it rains. The reason for this is that the line shrinks lengthwise when it is wet. This can cause the line to break if it gets too tight. One also has to be careful when climbing aloft, making sure you keep three points of contact at all times because the ratlines break more easily. In fact, all the lines have to be replaced more often than synthetic lines. There are many advantages of the manila, though. It is easier to splice. It is not as slippery as most synthetic lines so it doesn't take as many tucks to create a sturdy splice. The natural fiber lines are also better for the environment. The fibers are usually created out of plant materials so it breaks down quickly, unlike synthetic, which is usually a polyester, nylon, or polymer material.



I have enjoyed becoming familiar with the lines on *Picton Castle*. The feel and the smell make it seem like I have stepped back in time. I can see better now how the lines move and work. It has made me become more aware of what I'm pulling on or climbing. Most importantly, it has made me a better sailor.



*Picton Castle*





## Benjamin Shaiman 2016 TALL SHIPS CHALLENGE® Intern



Benjamin Shaiman was born and raised in New York City. He grew up in Manhattan and was constantly presented with the parade of sail and shipping that daily moves up and down the Hudson River. Despite this geographical proximity, Ben was the first member of his family to take to sailing, and quickly found a sailing school a mere quarter-mile from his home. In high school a friend introduced him to the South Street Seaport Museum, and tall ship sailing became a passion like no other. Ben is now a student at Brandeis University in Waltham, Massachusetts, and still tries to find time in the academic year to sail with school's club. Aside from sailing and studying economics and history, Ben is also an avid artist and musician.

### Arrival at NIAGARA

July 7, 2016

Arriving at the Erie Maritime Museum is an intimidating experience. From more than a mile away along the lakeshore you can see *Niagara's* topmasts rising beyond the museum. As we pulled up to the pier on Sunday evening, I couldn't help but think how anyone ever voluntarily climbed its rig. When the ship was revealed in its entirety, the second thing that was apparent was the sheer quantity and complexity of its rigging; fore sheets go aft, main sheets go forward, a mainstay that terminates past the step of the foremast, and a bowsprit more than half as long as the ship itself.

As we boarded the brig, the trainee crew descended on us out of the rigging. What followed was a sea of names and faces that by this morning have become familiar. All the while I busied myself trying to make head or tail of the rigging, which is no small task as the head rig by itself is comprised of several miles of line.

After dinner, unpacking, and a demonstration of how to hang a hammock, it was time for the evening muster where we discussed the upcoming day. The 4th of July on the *Niagara* is not an event to be missed. Over the next 24 hours, nearly 1000 museum visitors crossed *Niagara's* deck. I had to take a crash course in *Niagara's* history at superspeed to be able to lead a tour the following morning, but the crew and trainees were also very helpful in that endeavor.

The rest of the day passed with little event. The starboard watch was relieved of the deck tour duties at noon, and then relieved the port watch again in the afternoon. While the visitors were obviously excited to see a living piece of America's history, there were quite a few knocks on the head by the end of the day. Few were ready for the little to no head clearance available below decks on *Niagara*.



Besides the birthday of the USA, the 4th also saw the birthdays of multiple members of *Niagara's* professional crew. Following brownies served with dinner, was a cheesecake for the first birthday, and an astounding LEGO™ mechanized BB8 cake. It turned out as tasty as it was beautiful.

All that remained was the shipping of the brigs provisions, as she would be leaving in the morning to sail towards Fairport Harbor. It is sure to be an exciting passage, and an even more exciting festival now that the TALL SHIPS CHALLENGE® Great Lakes 2016 is finally coming to an American port.



## Fear

*"Let me tell you about scared. Your heart is beating so hard I can feel it through your hands. There's so much blood and oxygen pumping through your brain it's like rocket fuel. Right now you could run faster and you can fight harder. You can jump higher than ever in your life and you are so alert it's like you can slow down time. What's wrong with scared? Scared is a superpower!"*

– Doctor Who

July 12, 2016

Fear is a strange thing to a sailor. The sailor is thought of as brave. There's the whaleman, the navy serviceman, the marine, and even the merchant — all were regarded with a degree of respect for the simple act of crossing seas and braving oceans. But we have made passage over oceans for hundreds of years at this point, and to be on the water has become almost commonplace. But still, especially among tall ships, this feeling persists. Of all breeds of occupations, none is regarded as being as brave as a sailor is.

It is paradoxical in that the sailor oftentimes has the most to fear. Rain, wind, weather, treacherous shoals and reefs, and worst of all, the simple professional mistake. A line mis-handled, slips, falls, all are worthy things to be weary of. And then there are the more persistent ever-present risks of sailing; falling overboard, fire, abandoning ship - when compounded these things make a cacophony of terror that should surely beget a higher salary for those who carry out the shipping that drives our very society. And yet, when asked if they are afraid, the average sailor would probably give an indifferent shrug.

It has been said that the only time a person can be truly brave is when they are truly afraid. I don't think that truly describes a sailor. When I first climbed *Niagara's* rig to the t'gallant yard with these thoughts a-flurry in my head, being brave because I was afraid simply did not make sense.

Historically, this is an explanation for this. Fear can be overcome by another threat. In the simplest case, an order would certainly drive a reluctant sailor aloft. Command could send him into a cutter in 10-foot seas. Duty could drive him to fire a gun and lose his hearing in the process, or board an enemy ship to risk grisly death. Money could drive him to fight for a prize, to haul against the wind harder, or to lay out on a yard while rounding Cape Horn. The modern sailor on a tall ship does not have such motivations.

It was last evening when we had set out from Erie aboard the *Niagara*. The first several hours of the day were a dull monotony of cleaning and prepping to get ready for her summer's voyaging. Food, gear, and crew's possessions all had to be loaded, and every pallet of firewood seemed to drag on forever. By the early afternoon we were finally ready to cast off dock lines and haul up fenders.

The wind out of the west made for a difficult passage from Pennsylvania to Ohio, along the Lake's southern shore. We set out under topsails, t'gallants and staysails, and tacked several times in the evening, but the leeway of the brig gave us precious little progress to westward. After dinner, the watches were sent below but me having my usual luck had been assigned to the first division which mustered to take the watch from 8 to 11. Dusk was just falling, and taking the first spell at the helm afforded a wonderful view of the sunset off the starboard bow.

Then the hour turned and positions rotated. I was leaning idle by the scuttlebut when the call came to take in and furl t'gallants. I lay aloft with one of the professional crew and climbed as fast as I felt safe, yet it felt the rig passed very quick. Before I knew it I was through the lubbers hole on the fighting top, through the gap in the crosstrees to the step of the t'gallant mast, and out on to the line.

Certainly part of it was timing. When the order comes there's seldom time for fear. But once I was up on the t'gallant yard, I could feel my heart pounding. It was exhilarating and terrifying. In that moment, just after the sun had set there was nothing surrounding us but lake — open water for miles. Nothing in the world but the dome of the sky and the plain of the sea. Even the vessel beneath me seemed to fall away as I felt myself lost to the wind and waves. But I was shortly curtailed, and again realized where I was and what I was to be doing. Reaching over the sail I saw the deck which seemed miles below me, and again my stomach was in my throat and I was holding on for dear life, but soon enough the sail was furled, and before I knew it I was back on deck. Fear was a guide in the end, not a threat, but a companion. I'm not one for horror movies, but obviously some people have the right of it — fear can be fun.





## George Smolucha 2016 TALL SHIPS CHALLENGE® Intern



My name is George Smolucha from Lincolnshire, Illinois. I'm number four of five children that were born in the first seven years of my parent's marriage. We grew up close and competitive, sharing adventures. We spent summers and long weekends taking family trips to the family farm in the Upper Peninsula of Michigan, which is over 400 acres.

At the farm, no two days are alike and outside adventures are where I like to spend my time. There is the beach, the river, over a dozen quads, snowmobiles, snowboarding, hiking, and fishing. My favorite is battling for the fastest time on the racetrack we built on my sport ATV.

Currently, I am working on rehabbing a commercial building in Chicago, and I am looking forward to accepting the challenge to Tall Ships America. I am anticipating an amazing summer and developing new friendships with all of you.

### Update from the road to Fairport Harbor

Sunday, July 3

We traveled by car with Captain Billy Sabatini to Erie Pennsylvania to meet the U.S. Brig *Niagara*. I was anxious because I do not have much sailing experience and I would like to be a worthwhile hand in this adventure. The crew was prepping to host an event for the 4th of July by cleaning the deck and coiling the ropes just perfect (making the ropes look nice and hanging them up). We went straight to work helping with all the tasks that make the ship ready for the festival. The experienced sailors were stationed aloft (overhead in the rigging), while others were under the direction of the mates. I don't know what the crews impression of me is, but after spending the first part of my summer rehabbing a building I thought I was pretty tough-skinned but after 30 minutes of coiling I received my first blister. I decided that it is best to stay away from hand lotion for the rest of the summer.

After the tasks were completed we ate a dinner together, filling our bellies with grub, which was followed by an introduction to the sleeping quarters. This consisted of over 30 of the crew hanging in hammocks and sleeping on the floor

of the berth room on board the ship. I woke in the morning on the floor of the *Niagara*, with five feet clearance above me. Because of the low ceiling, I was not able to stand and stretch fully, but it was the best sleep I've had since I've been in my own bed.

On the Fourth of July, the Erie Maritime Museum was having a free event with kid friendly activities and the premier exhibit was a tour on the *Niagara* that brought 770 visitors aboard to see the historic ship. Some were here to share their sailing stories and some traveled from out of state. For my first shift I shadowed a crewmember, Andy, who knew the answer to every question that guests or I could ask. When I was more comfortable with facts and history about the ship I joined in and answered questions of why the ship was so short down below or how many miles of rope were on the ship.

At the end of the maritime celebration we were given time to get to know each other. A football game started up and the crew who were musically talented provided live music on the deck of the ship. This was a great way to unwind and get us to bed early for a big day of sailing tomorrow.

#### Tuesday, July 5

I was able to wake up early enough to shower before muster at 0800. I assisted the crew to load the ship with all the supplies they needed for their 2-month voyage through the Lakes this summer. Sails went up at around 1400 as we set out for Fairport Harbor.

#### Wednesday, July 6

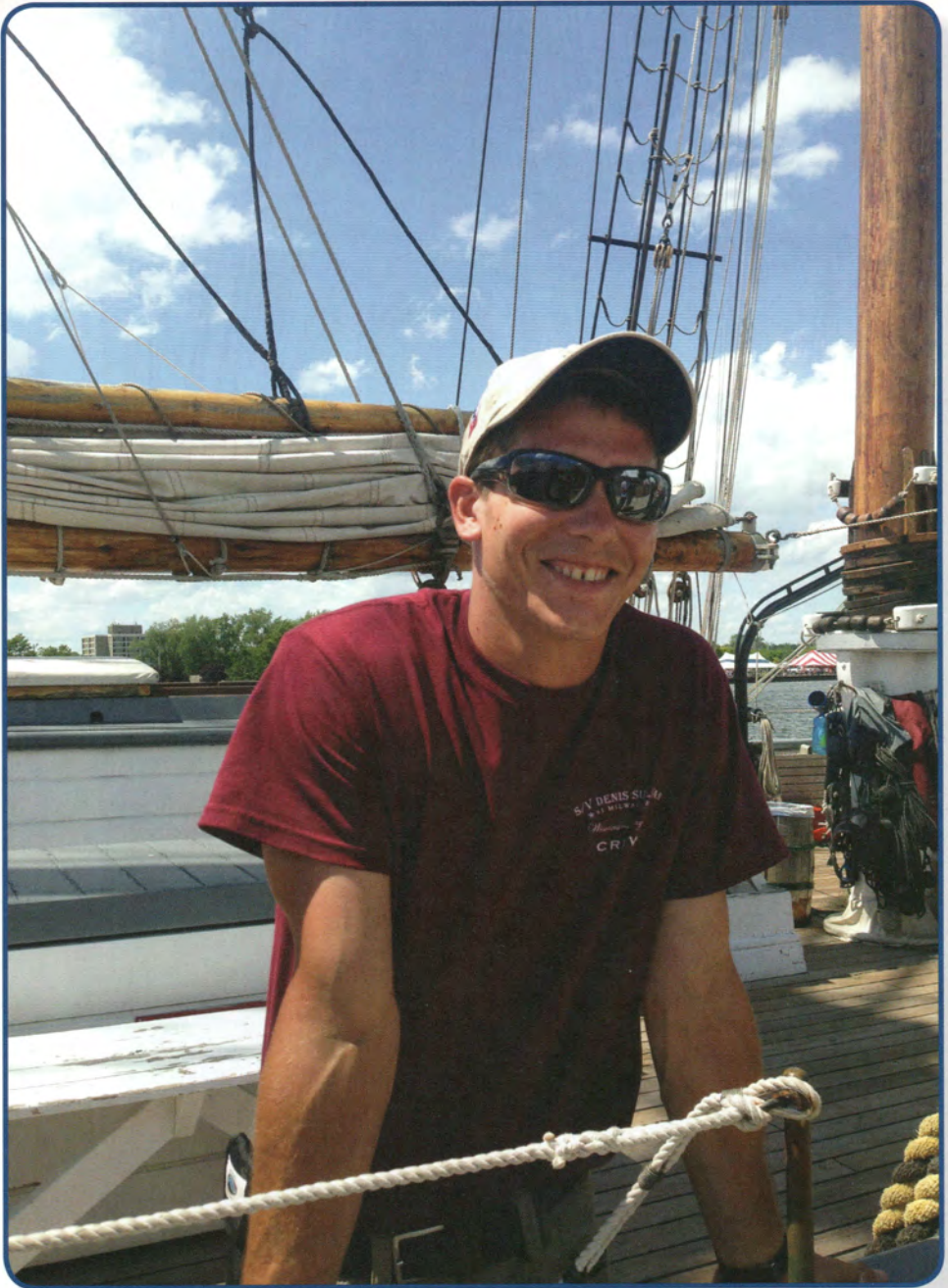
From 2300 to 0200 the port side, division 4 was stationed on watch (the crew was divided into 4 divisions who run shifts supervised by a mate). The atmosphere got pretty exciting during our watch because the stars in the sky were bright but this quickly changed as a pretty decent storm rolled in. The Captain decided to change direction of the ship to get out of the way of the worst of the storm. Eager to help get away from the lightning in the sky we pulled up sails and motored through the violence of the storm to some docile raindrops.

#### Thursday, July 7

By 0300 the worst was over and we began opening hatches, putting sails back up. Finally my shift was over and I was definitely ready to get a couple of hours of sleep before we got to port. At 0730, up and at 'em, all hands on deck was called and we are to get ready to go into port. I was stationed on the fenders (a bumper hung on the side of the ship to lessen the shock between the ship and the dock), on the port side. The *Niagara* was scheduled to do a day sail at 0900 that I did not take part in. I've had a week away from home so this gave me time to shower and to do a load of laundry. At 1600 we took about 40 passengers aboard the *Niagara* for the Parade of Sail. We fired off two cannons.



From *Niagara*, Ben and I headed over to *Denis Sullivan*, our home for the next leg of the trip. We had brief introductions and I am eager to help the *Denis Sullivan* with anything I can to get us to Bay City, Michigan.





*Elissa photo by Rosemary Yeager*

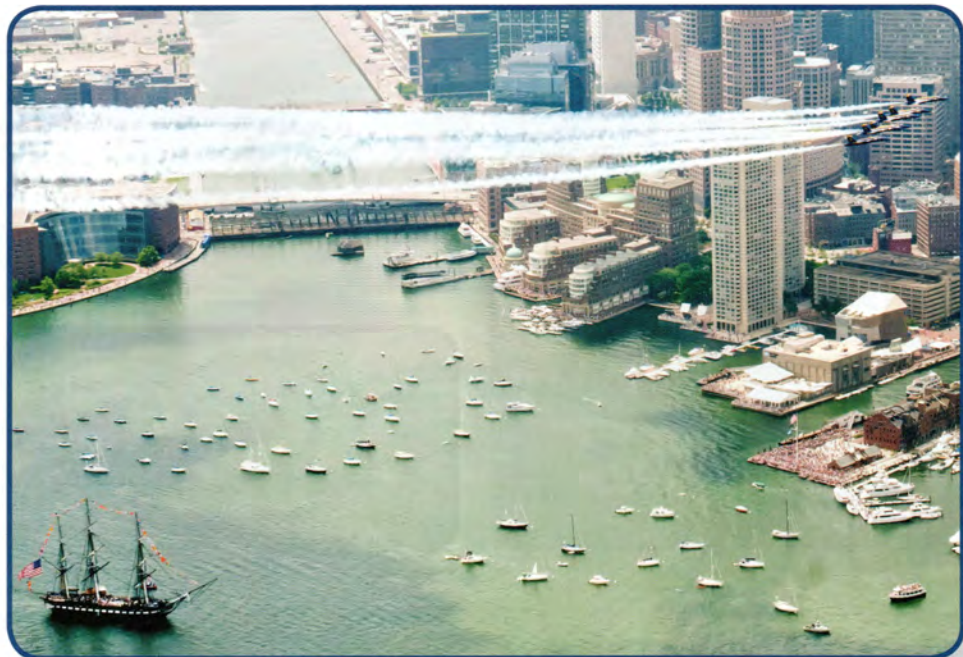


# Preserving Our Maritime Heritage

*Star of India**Wavertree**USS Constitution*

The vital importance of our national maritime heritage is sustained in the vessels, artifacts, and exhibits of America's fine maritime museums, many of which are Tall Ships America Organizational Members. It is also sustained with great vitality aboard our member ships and in their programs, as they take people to sea to experience first-hand the seafaring arts, skills, and traditions that made America a great maritime nation, while instilling a respect and love for our oceans. Sail Training in tall ships brings maritime heritage alive, giving the next generation an unforgettable experience and an abiding personal stake in our ongoing maritime story.





USS Constitution in Boston Harbor on July 4, 2012, with a flyover salute by the U.S. Navy Blue Angels. Courtesy U.S. Navy/MC3 Billy Ho.

"Let us keep 'Old Ironsides' at home. She has become a Nation's ship, and should be preserved in honorable pomp, as a glorious monument of her own, and our other naval victories. . ."

National Intelligencer, 23 May 1815



## The Preservation of *USS Constitution*, "America's Ship of State"

By Margherita M. Desy, Historian Naval History & Heritage  
Command Detachment Boston/*USS Constitution*



This is the oldest known painting of "CONSTITUTION", by Michele Felice Come, 1803. Courtesy Navy Art Collection.

**U**SS *Constitution* has undergone numerous "re-builds", "re-fits", "over hauls", and "restorations" since her launch from Edmund Hartt's shipyard in Boston's North End in 1797. As early as 1801-1803, the ship received repairs in Boston after her first sortie to the Caribbean Sea during the Quasi-War with France. The work included thousands of new copper sheets made in Paul Revere's lately established rolling mill in Canton, Massachusetts. British-made copper sheathing had protected the wooden hulls of the U.S. Navy's original six frigates from the Teredo Navalis, the destructive "ship worm" found in warm waters, and the Navy was eager to continue the practice of coppering its ships.

In 1819, Isaac Hull, who had served aboard *Constitution* as a young lieutenant during the Quasi-War and then as her first War of 1812 captain, remarked on early repairs to the ship in a letter to Captain Stephen Decatur:

“...[*Constitution* had received] a thorough repair...about eight years after she was built – every beam in her was new, and all the ceilings under the orlops were found rotten, and her plank outside from the water’s edge to the gunwale were taken off and new put on.”<sup>1</sup>

Storms, battle, and accidents contributed to the general deterioration of the ship, along with the natural decay of her wooden structure, hemp rigging, and flax and cotton sails. The damage that she received during her War of 1812 battles was repaired at the Charlestown Navy Yard, Boston. In her victorious engagements over HMS *Guerriere* on 19 August and HMS *Java* on 29 December 1812, she received damage to her masts and yards, rigging and sails, and her hull.

Specifics of the repair work can be found in the “4th Auditor’s Settled Accounts” at the National Archives and provide a wealth of information to us today. *Constitution*’s overhaul of 1820-1821, just prior to her return to the Mediterranean (in 1803 she was the Mediterranean squadron flagship in the first Barbary War), saw the Charlestown Navy Yard carpenters digging shot out of her hull, remnants from her dramatic 20 February 1815 success against HMS *Cyane* and HMS *Levant*.



Oil on canvas painting of USS *Constitution* battling HMS *Guerriere* on August 19, 1812. Courtesy U.S. Naval Academy Museum.

1. Isaac Hull to Stephen Decatur, October 23, 1819, National Archives, RG 45, “Letters Received, BNC”, as quoted in Edwin C. Bearss, *Historic Resource Study, Volume I of II, Charlestown Navy Yard, 1800-1842*, Boston National Historical Park, Massachusetts (U.S. Department of the Interior, National Park Service, 1984), 307



Between 1828 and 1830, several surveys of the 30+ year-old ship, which was back in Boston, determined that her frames and keel were sound. However, interior and exterior planking needed to be replaced, as well as masts, rigging, decking, stem, head, knight-heads, channels, and quarter galleries.

Bostonians learned about *Constitution's* surveys and misinterpreted the reasons for the assessments. Rumors circulated in the city that the Navy was going to dismantle and destroy the aged "Old Ironsides". The 14 September 1830, *Boston Advertiser* published an article which erroneously reported that *Constitution* had been condemned. Part of the article stated:

*Such a national object of interest, so endeared to our national pride as Old Ironsides is, should never by any act of our government cease to belong to the Navy, so long as our country is to be found upon the map of nations.*<sup>2</sup>

Two days later Harvard student Oliver Wendell Holmes published his poem "Old Ironsides" in the *Boston Advertiser*. The poem was reprinted by other newspapers around the country and even appeared in broadside (poster) format. It became a rallying cry for those that did not want to see the old frigate broken up.

#### Old Ironsides

Ay, tear her tattered ensign down!  
Long has it waved on high,  
And many an eye has danced to see,  
That banner in the sky;  
Beneath it rung the battle shout,  
And burst the cannon's roar; ---  
The meteor of the ocean air  
Shall sweep the clouds no more.

Her decks, once red with heroes' blood,  
Where knelt the vanquished foe,  
When winds were hurrying o'er the flood,  
And waves were white below,  
No more shall feel the victor's tread,  
Or know the conquered knee; ---  
The harpies of the shore shall pluck  
The eagle of the sea!

Oh, better that her shattered hulk  
Should sink beneath the wave;  
Her thunder shook the mighty deep,  
And there should be her grave;  
Nail to the mast her holy flag,  
Set every threadbare sail,  
And give her to the god of storms,  
The lightning and the gale!

Oliver Wendell Holmes<sup>3</sup>

2. As quoted in Tyrone G. Martin, *A Most Fortunate Ship*, 2nd Ed. (Annapolis, MD: Naval Institute Press, 1997), 214.

3. J. D. McClatchy, ed., *Poems of the Sea* (New York: Alfred A. Knopf, 2001), 158.

The U.S. Navy had never intended to destroy the ship and by late September, 1830, the report was passed to have *Constitution* repaired "with as little delay as possible." Unfortunately, the new dry dock of the Charlestown Navy Yard was not yet finished and it was decided that *Constitution's* re-building would be delayed until she could be hauled out in the dock.

On 24 June 1833, USS *Constitution* was the first vessel to enter the Charlestown Navy Yard dry dock, in full view of Vice President Martin Van Buren and Secretary of the Navy Levi Woodward. President Andrew Jackson, for whom the docking of the ship had been held until his arrival in Boston, was too ill to attend the 5 a.m. event. Isaac Hull was once again on *Constitution's* quarter deck, giving the commands for her dry docking.\* The 1833-1834 re-building of *Constitution* is notable as the first significant work on the ship that was accomplished in a dry dock.

Nearly every year or every other year after the 1833 re-build saw *Constitution* receiving some repair or overhaul to her hull or her rig. Cosmetic but significant alterations to the ship's hull began in 1847 when the spar deck hammock nettings on the cap rails and in the mid-ship waist were enclosed in non-structural wooden sheathing. These changes gave the visual impression that the bulwarks had been raised approximately twenty inches and that the formerly open waist had become the solid structure. Although superficial, both changes brought *Constitution* in line with the newer designs for U.S. Navy warships. The next re-fit period of 1857-1860 included hauling the ship at the Portsmouth Navy Yard in Kittery, Maine. The work at Portsmouth began *Constitution's* transition from an active warship to at first a sailing, and subsequently stationary, training ship for the United States Naval Academy.



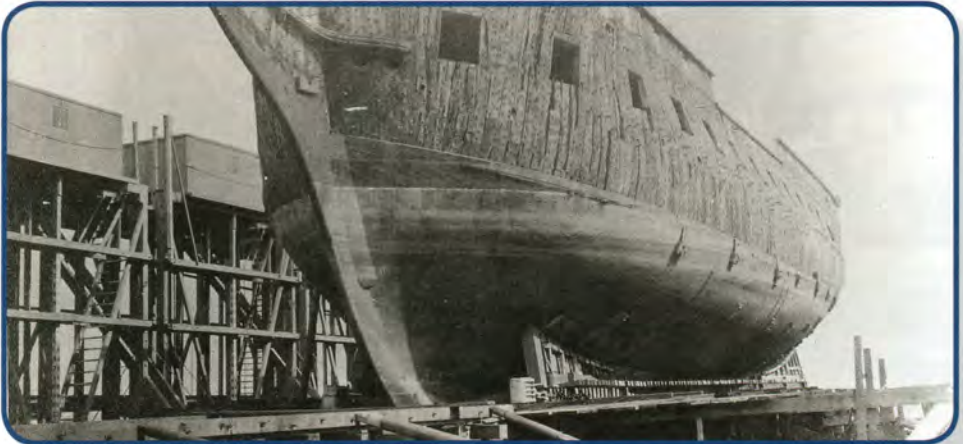
The earliest known photograph of USS *Constitution*, hauled at the Portsmouth Naval Shipyard, taken May 27, 1858. Courtesy Naval History & Heritage Command Detachment Boston.

4. Martin, 233-239.



The 1871 re-build of *Constitution* in Philadelphia was supposed to be done in time for the ship to participate in the 1876 centennial celebrations of the United States. Sadly, the venerable warship was still under repairs when the magnificent "International Exhibition of Arts, Manufactures and Products of the Soil and Mine" (commonly known as the "Centennial Exhibition") opened in Philadelphia's Fairmont Park on 10 May 1876.<sup>5</sup> "Old Ironsides" was eventually finished in time so that she could be used as one of two transport vessels for the United States exhibits intended for the 1878 Paris Exposition *Universelle*. Upon her return from Europe, *Constitution* once again became a Navy training ship and took her last cruise under sail in early October, 1881. The ship was surveyed later that fall and found unfit for sea service. By December, 1881, she was stripped of all that was valuable and down-rigged in preparation to being towed to the Portsmouth Navy Yard. Sometime between late 1882 and early 1883, a "house" was built over her spar deck, turning her into a receiving ship. Between 1882 and 1897, her tenure at Portsmouth, it appears that *Constitution* was docked only once, July 19 - 21, 1897, in the Yard's balanced floating dry dock. The docking was in response to the decision to return the ship to her native city. While in the dock her hull seams near the waterline were re-caulked to make her hull tight for the two-day tow to Boston. "Old Ironsides" was towed by the Navy tug USS *Leyden* and she arrived at the Charlestown Navy Yard, Boston, safely on 21 September 1897. One month later, the 100th anniversary of *Constitution's* launch was properly celebrated by Bostonians on 21 October 1897, with parades, orations, musicales, and night-time illuminations that commemorated the ship's history and long career.<sup>6</sup>

Becoming a centenarian did not assure "Old Ironsides" an easy life as an accidental historic ship. In 1905, Secretary of the Navy Charles Joseph Bonaparte, under President Theodore Roosevelt, almost ended the ship's valiant career. Bonaparte's annual report noted that because so much of the ship had been altered since



USS *Constitution* hauled at the Philadelphian Navy Yard, c. 1875, with her hull planking stripped, exposing her live oak framing. Courtesy Naval History & Heritage Command Detachment Boston.

5. "United States Centennial Exhibition," Free Library of Philadelphia, accessed September 22, 2017, <https://libwww.freelibrary.org/digital/feature/centennial/>

6. M. M. Desy, "John F. Kennedy and 'Old Ironsides'", Restoring an Icon Blog, May 29, 2017, <https://ussconstitutionmuseum.org/2017/05/29/jfk/>.

1812, she was “not the vessel with which [Isaac] Hull [her captain had] captured... *Guerriere*.” Bonaparte declared the ship needn’t be preserved, but, he concluded:

*“If, for purely sentimental reasons, it be thought that this supposed veteran...is entitled to a warrior’s death, she might be used as a target for...the ships in our North Atlantic fleet and be sunk by their fire...”<sup>7</sup>*

Moses Gulesian, an Armenian-born Bostonian, sent Bonaparte a telegram: “Will give ten thousand dollars for the *Constitution*.... Will you sell?”<sup>8</sup> Bonaparte declined the offer. President Roosevelt, a passionate navalist, swiftly moved Bonaparte to Attorney General where he helped to create the Federal Bureau of Investigation.

Congress allocated \$100,000 for the ship. Naval Constructor Elliot Snow supervised the 1906 work which was conducted while the ship remained afloat. No work was accomplished below the waterline, including addressing the hogging (bending) of *Constitution*’s keel. The receiving ship house was removed and new masts, yards, and rigging were installed. Work on the hull included removing the sheathing on the upper and waist hammock nettings that had been covered over in 1847. The *Constitution* model made in 1812 for Isaac Hull by crew of the ship was a three-dimensional primary document consulted for the work.<sup>9</sup> The 1906 work had the express aim of “restoring” *Constitution* to her War of 1812 configuration and therefore should be recognized as the first true restoration of the ship. It matters not that the work executed was cosmetic and superficial to the structure of the ship and not historically accurate. What sets the 1906 work apart from all previous work on the ship is that the intention was to restore her outward appearance to the 1812 era. At



USS *Constitution* with new masts, May 1, 1907. Courtesy Naval History & Heritage Command Detachment Boston.

7. Charles Joseph Bonaparte. *Annual Reports of the Navy Department for the Year 1906: Report of the Secretary of the Navy. Miscellaneous Reports*. Washington: Government Printing Office, 1906, 18-19.

8. As quoted in Bill Milhomme, “How an Armenian Saved USS *Constitution*”. *Armenian Weekly*, [www.armenianweekly.com/2012/07/03/how-an-armenian-saved-uss-constitution/](http://www.armenianweekly.com/2012/07/03/how-an-armenian-saved-uss-constitution/)

9. The 1812 model of USS *Constitution* was made for Isaac Hull by members of his crew & repaired by British sailors who were prisoners of war in Salem. Purportedly, Hull expressed the sentiment that this model was an accurate representation of “Old Ironsides”. In 1906, the model was in the East India Marine Society’s collections, today part of the Peabody Essex Museum, Salem, MA.



the conclusion of the 1906-1907 restoration, *Constitution* had the appearance (including 55 reproduction guns), of an 1812 warship, for the first time in nearly 70 years.

By 1925, *Constitution* had fallen into a seriously decayed state. The last significant structural work on the ship had been the 1871-77 re-build nearly 50 years before. A survey found her hull rotten, including frames above the waterline, rotten masts and rigging, and a 14" hog in her keel threatening to break the ship in two (in fact, the upper keelson was visibly cracked, just abaft the foremast step). The subsequent 1927-1931, nearly \$1 million re-build brought the ship back to a strong, sea-worthy state. LT John A. Lord, supervisor of the work, began his research into *Constitution's* physical history in 1925. Lord concluded that the height of the spar deck bulwarks and open waist, re-established in the 1906 restoration, were erroneous. In fact, it was Lord who was incorrect and this error and others altered the ship dramatically. He misinterpreted Samuel Pook's 1847 plan, respecting the height of the spar deck bulwarks and the sheathed-in waist, believing the covered hammock nettings to be solid structure. Lord did not consult, as Elliot Snow had done earlier, the 1812 - era model of "Old Ironsides" at the East India Marine Society.<sup>10</sup> Although Lord and the U.S. Navy professed the intention to restore *Constitution* to the 1812 era, they intermingled plans and documentation from across the ship's 19th century history. Lord's mistaken interpretation of the 1847 plan resulted in a *Constitution* with an upper hull that had no relation to her actual, historic configuration. These significant inaccuracies from the 1927 restoration remained until the 1973 and 2007 restorations more accurately recreated the ship's hull and bulwarks structures.



USS *Constitution* in Dry Dock 1, Charlestown Navy Yard, June, 1927. Courtesy Naval History & Heritage Command Detachment Boston.

10. A photo-static copy of Samuel Pook's 1847 *Constitution* plan was found among John A. Lord's papers now at the USS *Constitution* Museum, Boston. See, Register, John Abel Lord (1872-1945) Collection, 1781-1985.k, 1925-  
[itutmuseum.org/collections/library-and-manuscript/archives-inventory/](http://itutmuseum.org/collections/library-and-manuscript/archives-inventory/).

Subsequent to the nearly complete re-build of *Constitution* in the 1927 restoration, the ship was outfitted for a "National Cruise" where she was towed on a three-year, three-coast voyage around the United States. Modern furniture and cabin installations in the then popular Colonial Revival style, water tanks for the hold, and cased displays were installed. The ship was outfitted with thirty-six cotton canvas sails (originally the full sailing rig included forty-eight sails) and the necessary running rigging. Officers and crew hoped to sail "Old Ironsides" under her own sail power, but due to scheduling constraints she was towed by USS *Grebe*, a minesweeper built just after the close of World War I. From *Constitution's* return to Boston in 1934, until the 1973-1976 restoration, the ship remained much as she looked from the National Cruise, even with each post-1927 restoration or repair period.



USS *Constitution* entering Corpus Christie, Texas, February 14, 1932. Courtesy Naval History & Heritage Command Detachment Boston.

As the 20th century progressed, the 1963-64 restoration saw the beginning of subtle changes in materials used in the ship's restorations. For the first time in more than 160 years, hemp was no longer available for the rigging and polypropylene was substituted. The large-sized timbers for the hull and deck planking necessitated the use of laminated white oak and Douglas fir. CDR Tyrone G. Martin, *Constitution's* 1974-1978 commanding officer, began to research deeply the physical structure of the ship. He advocated that the ship should be returned to her War of 1812 configuration. For the 1973-1974 dry docking and restoration, the first attempts to more accurately restore *Constitution* to the 1812 era began. Exhibit cases, display objects, and mannequins with reproduction uniforms were removed and placed on long-term loan at the newly created USS Constitution Museum. The 1812 "Old Ironsides" model was once again consulted and the ship's bow was re-built to more accurately reflect the correct structure. CDR Martin helped negotiate a long-term supply of solid white oak for future *Constitution* restorations. One hundred and fifty trees were set aside at the U.S. Navy base in Crane, Indiana, ensuring an important supply of wood for "Old Ironsides"<sup>11</sup>

11. M. M. Desy, "The 'Wooden Walls' of USS *Constitution*", *Restoring an Icon Blog*, May 11, 2015, <https://ussconstitutionmuseum.org/2015/05/11/the-wooden-walls>



H. Robert Freneau, Secretary of the Navy Special Assistant (left) and CDR Tyrone G. Martin of USS *Constitution* dedicate the ceremonial "Constitution Grove" at NAVFAC Crane, IN on May 8, 1976. Courtesy U.S. Navy.



After the 1927-31 work, *Constitution's* 1992-96 restoration is considered the next most important 20th century preservation project executed on the ship. She was dry docked in September, 1992, beginning a 4-year initiative to restore the physical strength to the nearly 200-year-old warship. Joshua Humphreys was the principal designer of the six frigates that created the new United States Navy through "An Act to Provide a Naval Armament" of 27 March 1794<sup>12</sup>. Using Humphreys' *Dimensions and sizes of materials for building a Frigate of forty-four guns*<sup>13</sup> and contemporary plans, paintings, and battle damage records as documentary evidence, the ship was re-built with important structural elements that had long ago been removed. Over the centuries the removal of these structural elements contributed to the decline in *Constitution's* physical strength, resulting in the recurring 14" hog (curvature) in the ship's keel.

Five separate design elements<sup>14</sup> were re-installed using Humphreys' ideas:

**Thick strakes** – Humphreys called for pairs of extra thick deck planking for the gun and berth decks (the ship's second and third decks) to be cut so as to "hook" to each other and "joggle" over deck beams and ledges, thereby lending longitudinal strength to the hull. The 1992 restoration not only installed thick strakes on the gun and berth decks, but added thick strakes to the spar (outer) deck, even though the ship was not so designed in 1794.

**Knees** - Humphreys' list of materials for the 44-gun frigates included knees of very large sizes, including the "wing transom knees" for the stern, with dimensions of 14' bodies (laid upon the deck) and 8' arms (bolted to the inner planking of the stern). The 1992 restoration installed the knees in the stern and also added them to the bow, even though Humphreys' did not specify any as support for the bow.

**Extra stanchions** - by the 1990s, the berth deck (*Constitution's* third deck) had only supporting stanchions down her centerline. Humphreys called for three sets of stanchions and two more sets – one outboard set on the port and starboard sides of the deck – were installed, lending greater support to the gun deck and replica long guns overhead.

**Standard knees** - twelve on each side of the berth deck, placed where they would help to lend more support to the ship's structure. Humphreys' list seems to imply that a "standard knee" was actually a standing and hanging knee paired together (possibly through-bolted to each other), to lend the needed support between the weight of the gun deck overhead and supporting structures in the hold below the berth deck. The 1992 restoration made each "standard one continuous laminated white oak structure, instead of two separate knees bolted to each other.

12. Richard Peters, ed., *The Public Statutes at Large...*, Volume 1 (Boston: Charles C. Little and James Brown, 1845), 350.

13. Joshua Humphreys, "Dimensions and sizes of materials for building a Frigate of forty-four guns," in *American State Papers*, ed. Walter Lowrie and Walter S. Franklin, Volume 1 (Washington: Gales and Seaton, 1834), 10. <http://memory.loc.gov/cgi-bin/ampage>.

14. Patrick Otton, "USS Constitution Reborn," *Sea History* 81, Spring/Summer 1997, 40.

**Diagonal riders** – eight pair of “diagonal riders” were installed in the lower hold based upon some archaeological evidence in the hold frames and other documentary evidence. Originally made from “three principal pieces”, each new diagonal was crafted from one continuous piece of laminated white oak, 24” wide by 12” thick. Each modern diagonal is about 30’ long and weighs approximately 3,000 pounds. The diagonal riders, in concert with the berth deck standard knees support the extreme weight of the long guns on the gun deck and were intended to thwart the hogging of the ship’s keel.



New laminated white oak diagonal riders installed in USS *Constitution*'s hold, 1995. Courtesy Naval History & Heritage Command Detachment Boston.

To test Joshua Humphreys' design instructions, a scale model of *Constitution*'s structure was used to demonstrate how rigid the ship's body would become with the installation of the knees, stanchions, and diagonal riders. With the model suspended upside down, so that the keel was on top, weights were first added before the structural elements were installed. The bowing or hogging of the keel was measured. Then the structural elements were slowly added to the model and weight was reapplied after each structure was installed. The growing rigidity of the keel was measured until all of the elements called for by Humphreys were re-introduced, producing a much stiffer *Constitution* than she had been for more than 100 years.

The 14" hog was slowly removed from *Constitution*'s keel in the first months of her 1992-1995 dry dock period. Once the keel was straight, the installation of the Humphreys structural elements began. When refloated from the Charlestown Navy Yard's Dry Dock 1 in September, 1995, *Constitution* was waterborne on a straight keel for the first time since the 1927 restoration. Over the next twelve months, the keel regained a small hog of 6" and there the 1795 keel has remained for the past twenty years – Humphreys' 1794 structural design worked. Further testing of "Old Ironsides" determined that the new internal strength made her strong enough for the Navy to consider sailing the ship under her own power. CDR Michael Beck, USS *Constitution*'s commanding officer, decided that the



historic sail would be a downwind course with winds between 5 and 15 knots and with sea swells no greater than two feet. *Constitution's* sail configuration of two jibs on the bow, three topsails on the fore, main, and mizzen masts, and the spanker on the stern was chosen because they represented the driving sails of the rig. They also provided a large sail area to the wind without actually having to set a great number of sails. The sail configuration also replicated what has been called her "battle sail" – the essential sails used in her engagement with HMS *Guerriere* on 19 August 1812. Even with only these six sails set, *Constitution* still carried 12,225 square feet of the more than 44,000 square feet of sail that she could set in 1812. On 21 July 1997 as part of her 200th anniversary celebrations, USS *Constitution* sailed downwind for one hour for the first time in 116 years<sup>15</sup> becoming the oldest vessel in the world still able to sail, unassisted, under her own power.

Twenty first century restoration work began with the 2007-2010 project which recreated part of *Constitution's* War of 1812 hull design. The spar deck bulwarks that had been incorrectly raised approximately twenty inches in the 1927 restoration per the 1847 Pook plan were lowered to the 1812 cap rail height, to just above the spar deck gun ports.

In addition and, most significant, the waist bulwarks alongside the main hatch were cut open and replaced with custom-made, recreated hammock "cranes" (U-shaped irons), as per the 1794 Joshua Humphreys' plan and the 1812 USS *Constitution* model at the Peabody Essex Museum. Lowering the bulwarks and opening the waist bulwarks was not only more historically accurate to the ship's design, but the work removed approximately 20 tons of white oak and live oak from the ship, thus eliminating unnecessary weight from the original 1795 keel.

On 28 October 2009, USS *Constitution* officially became "America's Ship of State" with the passage of the National Defense Authorization Act, FY 2010. Section 1022 is entitled, "Designation of USS *Constitution* as America's Ship of State" and states,

*"It is the sense of Congress that the President, Vice President, executive branch officials, and members of Congress should utilize the U.S.S. Constitution for the conducting of pertinent matters of state, signing legislation relating to the Armed Forces, and signing maritime related treaties."*<sup>16</sup>



USS *Constitution* under sail on July 21, 1997. Courtesy U.S. Navy/Journalist 2nd Class Todd Stevens.

<sup>15</sup> M. M. Desy. "Eagle of the Seas", Restoring an Icon blog, posted 4 August 2017. <https://ussconstitutionmuseum.org/2017/08/04/eagle-of-the-seas/>

<sup>16</sup> Public Law 111-84 – OCT. 28, 2009, National Defense Authorization Act for Fiscal Year 2010, [www.gpo.gov/fdsys/pkg/PLAW-111publ84.pdf](http://www.gpo.gov/fdsys/pkg/PLAW-111publ84.pdf).

The U.S. Navy began its commemorations of the War of 1812 in April of 2012. Two hundred years of peace between the United States and Great Britain and the United States and Canada was celebrated on USS *Constitution*'s decks when the ship sailed for the first time in the 21st century on 19 August 2012. While another downwind sail like that of 1997, the 2012 sail was less than 30 minutes in length and ship carried just fore, main, and mizzen topsails. *Constitution*'s CDR Matthew Bonner and Great Britain's consul to Boston Phil Budden threw a red, white, and blue wreath of flowers into the waters of Boston Harbor commemorating the 200 years of peace that has existed between the countries and recalled the lives lost on both sides of the conflict.

As War of 1812 commemorations came to a close in 2015, "Old Ironsides" was prepared for her first 21st century dry docking. On the night of 18 May 2015, for the eighth time in her career, *Constitution* entered Dry Dock 1 in the Charlestown Navy Yard, marking the start of a two-year dry dock restoration. Over the next twenty six months 100 hull planks were replaced, thousands of feet of below the waterline caulking was renewed, and 2,200 new sheets of copper replaced the 1995 copper sheathing on the lower hull.



(Left) Laminated white oak plank installed on USS *Constitution*'s starboard bow, September 17, 2015. Courtesy Naval History & Heritage Command Detachment Boston/Photo by Margherita M. Desy. (right) New copper sheathing installed on USS *Constitution*'s port bow, October 14, 2016. Courtesy Naval History & Heritage Command Detachment Boston/Photo by Margherita M. Desy.

Work on the ship continued for the rest of that summer and into the spring of 2018. Up-rigging continued, the replica guns were re-installed, boat davits and carronade carriages were made new, and the quarter galleries will be finished by the time the restoration concludes in the summer of 2018.

Slowly, USS *Constitution* is being restored to her War of 1812 appearance, "as far as practicable", as stated in the mission of the Naval History & Heritage Command Detachment Boston.<sup>17</sup> Still, there are significant elements in the ship that have not been changed because research has not been able to satisfy questions raised for the re-building to occur, because the work has yet to be scheduled, or because it cannot be changed due to life safety strictures.

17. M. M. Desy, "Restored with Care", Restoring an Icon Blog, July 22, 2015, <https://ussconstitutionmuseum.org/2015/07/22/restored-with-care/>.





USS *Constitution* re-floated from Dry Dock 1, Charlestown Navy Yard. Courtesy Naval History & Heritage Command Detachment Boston/Photo by James Almeida.

USS *Constitution*, having had such a long Navy career, will likely always be a combination of elements from different centuries and periods in her history – but, given the Detachment Boston's mission, the ship should always reflect, as much as the historic record can support, the War of 1812 iconic warship that she was in her prime.

*"Let us keep 'Old Ironsides' at home. She has..., become a Nation's ship, and should be preserved...in honorable pomp, as a glorious monument of her own, and our other naval victories..."*

National Intelligencer, 23 May 1815<sup>18</sup>

18. The National Intelligencer, Washington, D.C., May 23, 1815, n.p.



"*Elissa* turns 140 this year. She has seen close to a century of merchant trade and two World Wars. When she first visited the United States, there were only 38 states. She has seen the invention of the airplane and a man walk on the moon. How is it possible that a small tonnage cargo vessel built in the dying gasp of the Age of Sail still floats?"



## The Preservation of ELISSA, the "Official Tall Ship of Texas".



Schooner *Gustaf* early to mid 30s courtesy of Galveston Historical Foundation

In the October 29, 1877 edition of the Edinburgh newspaper *The Scotsman* appeared a small notice that read, "ABERDEEN - LAUNCH OF A BARQUE - On Saturday afternoon, a barque of 450 tons register, of the highest class at Lloyd's, was launched by Messrs. A. Hall & Co, Aberdeen. The barque, which was built to the order of Mr. H. Watt, of Liverpool, is intended for the West Indian trade. She was named the *Elissa*." And so begins the inspiring story of the world's third oldest surviving vessel still sailing today.

*Elissa* was commissioned by Henry Fowler Watt, a British merchant captain, when he came into a substantial inheritance and desired his own merchant fleet. In her first twenty years of life, *Elissa* operated under the British flag out of Liverpool and carried cargoes of coal, wood, sugar, cotton, rice, wheat, and even bananas to ports across the globe. It was during this time she would make two seemingly unimportant visits to a small island off the coast of Texas that would one day secure her a second chance at life. She was captained by several men including Watt, and took what business she could get. Her full complement of crew included a Master, two Mates, a steward/cook, five or six ABs, an OS, occasionally a carpenter or bosun, and two apprentices. She operated mainly between Europe and North and South America, but did sail as far as to circumnavigate Australia and make a few stops in India and Myanmar. She also rounded the Horn in the late spring of 1891, leaving from Uruguay at the end of April and arriving in Valparaiso July 13th.

Watt was quite a competent sailor and captain, but he wasn't a good businessman. His family's money steadily declined through the years he operated his small fleet. After an ill-fated voyage that culminated in severe damage due to a storm, *Elissa* unloaded what would be her last cargo for Watt in Le Havre in early May 1897, just a few months short of her 20th birthday. Watt sold her to the Norwegian shipping firm Bugge and Olsen, who renamed her *Fjeld*, which means mountain. Despite operating out of Norway, her new owners were predominantly Irish, and their famed luck would carry her through the next 14 years operating much the same as she had under Watt, but with more success. Apart from one small instance of a reported grounding in 1909, she enjoyed fair winds until 1911 when she was caught in a storm during an Atlantic voyage that resulted in lost sails, a broken yard, and various other damages to her deck. In 1912, Carl Johansson of Sweden bought her and renamed her *Gustaf*.



GUSTAF



Under the Swedish flag, she was refitted as a barkentine and mainly stuck to the waters of the North Sea. In 1918 she was fitted with her first engine. She passed from one Swedish owner to next during World War I, until in 1919 she settled under the ownership of William Millar. She operated out of Gothenburg for ten years before the death of Millar would see her sold to Erik Nyland and Swedish flag replaced by the flag of Finland.

Erik Nyland and famous sailing ship owner Gustaf Erikson were business partners. Over the course of his career, Erikson would own all or part of over 100 ships, including 5 of the P-liners: *Parma*, *Pamir*, *Passat*, *Pommern*, and *Penang*. The Gustaf Erikson line would become known as the last great sailing fleet. His ships dominated the South Australian grain trade, and of the 13 ships in the 1939 Grain Race, 10 were his, including the winning ship, the four-masted barque *Moshulu*. It is into this fleet that our little *Elissa*, then *Gustaf*, sailed in 1929. She would sail for Nylund until 1942. During the 30 years *Gustaf* sailed under the Finnish flag, she would change hands 4 times, have her engine replaced, and her mainmast removed. By 1960, she was virtually a motorship when she was sold to Greek owners and renamed *Christophoros*.

As a motorship with two masts, *Christophoros* wasn't pretty to look at. But during her six years trading in the Greek Islands, she would attract the attention of a maritime historian who saw past the years of slow decline and recognized her lineage. He would finagle his way onboard, find the 1877 builder's plate still prominently displayed and lovingly shined, and would start down the path that would transform a cargo vessel into a treasure.

While our maritime historian waited in the wings, *Christophoros* was sold to a ring of cigarette smugglers in 1966. For the next four years, she was systematically torn apart as the smugglers struggled to hide from authorities. Her fore and mizzen masts were removed and her mizzen was reinstalled amidships to be used as a crane. Her focsle railings were cut off and a false bulwark installed to change her silhouette. Her engine was replaced. She was even renamed twice, first *Achaeos*, and then *Pioneer*. As is inevitable with this sort of operation, in 1970 the owners and crew had a falling out. On August 3rd, after mooring her near Piraeus harbor, *Pioneer's* last crew as a cargo vessel walked off.

*Elissa* turns 140 this year. She has seen close to a century of merchant trade and two World Wars. When she first visited the United States, there were only 38 states. She has seen the invention of the airplane. A man walk on the moon. How is it possible that a small tonnage cargo vessel built in the dying gasp of the Age of Sail still floats?

*Elissa* was commissioned and built during a time of great change and innovation in the shipping industry. The introduction of steam power as a method of propulsion in the early 19th century, the invention of the propeller in 1838, and the subsequent improvement of steam engines over the next decades created an atmosphere of competition for the sailing ships. The development of iron as a strong and durable

shipbuilding material allowed the construction of bigger vessels that could carry more cargo and eliminated the competition between fuel and cargo space. By the beginning of the 20th century, the increased regularity and reliability of the steam ships that didn't have to wait for fair winds had slowly forced sailing ships to the side. The end of World War II would see the last of the commercial sailing ships.

One of the many reasons *Elissa* survived as long as she has is because she was built during this time. As shipbuilders slowly made the transition between wood and iron, they would learn that the tolerances and strengths of iron allowed for less material in the overall construction of the vessel. But *Elissa* was built early in this transition and closely resembled a wooden vessel – her hull plate thicknesses were greater, her frames were closer together, and her general build design was more overbuilt than modern steel vessels. Her iron also came from one of the top ironworks in the world. Low Moor Ironworks, named for the village it was manufactured in, became known worldwide for their superior quality iron by the middle of the 19th century. They sourced their raw material locally from beds that also produced coal with notably low sulphur content and exceptional purity. Their careful and consistent manufacturing processes created a malleable, tough, reliable iron that was able to withstand sudden shocks without fracture. Because of these factors, *Elissa* still retains approximately 65% of her original hull plating.

Another factor that dominated *Elissa*'s survival was her hull shape. In 1877, the bustling city of Aberdeen, Scotland boasted the world-renowned shipyard that invented the "Aberdeen Bow". Alexander Hall and Co. had been in operation for almost 50 years when 34 year old William Hall, son of Alexander, made the suggestion to rake forward the stem 50°, extending the waterline and increasing hull speed. They built the first British clipper ship. The resulting increased cargo capacity for a comparatively small tonnage was the selling point that started the demand. By the 1870s the bow had gone through three decades of trial and revision, but what made Aberdeen bows distinct from other sharp-built clipper bows of that time was that the rabbet of the stem raked forward following the stem itself and illuminated the need for head knees or false stems. It was with this distinctive 19th century hull form that *Elissa* was designed and built, and what first caught the eye of our maritime historian.

Even beyond material and design, it is also quality craftsmanship that has kept *Elissa* afloat. To be Lloyd's-classed, a vessel under construction had to be surveyed four times. When Henry Fowler Watt commissioned *Elissa*, he had her built under "special survey", which according to her survey report meant an additional 22 surveys. When she was launched, she was classified 100A1, the highest class at Lloyds a vessel could receive.

There was no doubt *Elissa* represented a piece of history worth saving when Peter Throckmorton ingratiated himself with the captain of the vessel then named Christophoros and made his way aboard in 1961. The evidence that she had been built as a sailing vessel was numerous. Throckmorton noted her wooden deck, vestiges of chainplates where her standing rig mounted to the hull, her high mounted wheel on worm steering gear, and the beautiful mahogany officer's saloon that



was still largely intact and well cared for. Most remarkable was the presence of her original aft cabin skylight and aft companionway, both of which were well protected under a deckhouse structure that had been built right over top of them. Throckmorton contacted Alexander Hall & Co, then still in business but renamed Hall, Russell, and Co to incorporate a new partnership and new direction. Luckily they still had records of No. 294, built in 1877. Throckmorton tucked away the bit of information they were able to give him, and for years during his Mediterranean operations he would catch glimpses of her.

By 1970 when the vessel was tied up in a scrapyard in Pireaus, Throckmorton had spent several years contacting seaport museums looking for interest in buying and restoring her. Word of this 'small barque in need of restoration' reached the desk of Karl Kortum, director of the San Francisco Maritime Museum. He and Throckmorton worked independently to save *Elissa* until 1969 when Kortum wrote Throckmorton a letter asking if they could work together to bring the vessel to San Francisco and restore her as a sail training platform. After a couple heart-stopping episodes when the ship just disappeared, Throckmorton borrowed a substantial amount of money using his schooner as collateral, secured the promise of funds as able from Kortum, and entered into negotiations with the owners who were desperate to sell. In spite of a last minute offer by a third party threatening to snatch the boat out from under them, Throckmorton successfully bought *Pioneer* for \$13,500. A month later, she would be rechristened for the last time, regaining her proper name – *Elissa*.

Now the ball was in Kortum's court. He appealed to the entire population of San Francisco for the money to bring *Elissa* home. He sent money in small doses to Throckmorton, who was maintaining the vessel in Greece. Unfortunately, support was not abundant, and his board of directors soon tired of carrying her. On the advice of their mayor, a Parliament member for Victoria, British Columbia bought *Elissa* with the intent of restoring her and mooring her in their harbor, but the venture fell on deaf ears, not enough support was raised, and *Elissa* was again put up for sale.

For several years prior to this, members of the Galveston community had been casually looking into buying, building, or refitting a boat as an attraction for the island and to tie in the history of the area as a historical seaport. Several volunteers initiated a committee as part of the Galveston Historical Foundation to investigate the procurement of a historic sailing vessel. When the committee caught wind of *Elissa* and learned that she had put into Galveston twice carrying cargo as a merchant vessel, they knew they had found their best chance. Ties to the community would be the only way to raise enough money to complete the restoration. With the idea to open her as a dockside museum and operate a sail training program that concluded with annual sea trials, the foundation started raising funds. On October 2, 1975, *Elissa* sold for the last time to Galveston Historical Foundation.

Two years of painstaking research, planning, and fundraising saw a restoration crew arriving in Greece July 1977 and commencing what was hoped to be a small effort to bring *Elissa* to sailing condition and bring her home. Setting a precedent for the unprecedented that would continue to this day, *Elissa* was placed on the US National Register of Historic Places while she was still in Greece. The designation





*Elissa* by Eliza Braunstein



allowed her to procure a \$500,000 challenge grant from the Department of the Interior for the continuation of her preservation. On May 12, 1978 after a seven month haulout, *Elissa* splashed back into the harbor with a sound bottom, very little else to recommend her, and almost no more money left. GHF decided that for better or worse she had to come home. Raising money was hard enough, but to do so for a phantom idea was even harder. The restoration crew stowed all the materials that had been accumulated for the restoration of her rig to be re-commenced when she safely arrived in Galveston, and *Elissa* was towed to Gibraltar where she spent the winter. After failing to negotiate a break in the cost of the tow to Galveston, and a subsequent delay while funds were procured, *Elissa* was finally towed home to Galveston, arriving on July 20th, 1979.

The reception was cool at best. The public was dismayed that after so much time and money had been spent, she was not at all nice to look at. The fact that the work had been completed below the waterline didn't ease their disillusionment. But Galveston Historical Foundation gritted their teeth, rolled up their sleeves, and in an incredible feat of resourcefulness, determination, and no small amount of luck, they made their final deadline. *Elissa* was completely restored and opened to the public July 4, 1982 with all her masts stepped, yards crossed and rigging tarred. She lacked sails along with several other items but to the casual observer, she was breathtaking. And by the time her first daysails arrived, she was ready. Labor Day weekend saw a 105 year old square-rigger again plowing the waves of the Gulf of Mexico, sails set and drawing just as she had nearly a century ago.

*Elissa's* restoration was a heroic feat, but her crowning achievement was still to come. Once the boat opened in 1982 as a shore-side museum vessel, GHF redirected most of their funds back to their other onshore projects, expecting that the vessel's debt and continued maintenance would now be paid by admission sales. It soon became apparent that the costs of maintaining her and keeping her sea ready would greatly eclipse anything she would make as a museum attraction. In the fall of 1983, *Elissa* visited Houston for an evening reception as a tribute to those who had contributed to her purchase and restoration. For several days after, she was open to the public and held sponsored evening events. This little excursion planted in the minds of GHF the idea that occasional port visits could greatly supplement the money made during the year as a museum.

In 1985 *Elissa* made her first offshore voyage as a museum vessel to Corpus Christi where over 20,000 people toured the boat, participated in children's education programs, and attended evening events. The trip was an amazing success, but highlighted a very big problem if *Elissa* was to continue this trend. She needed an engine. Relying on favorable winds and tugs just wasn't going to cut it if she was to continue her port visits. And by then, rumors had started that there was a possibility *Elissa* could rendezvous in New York Harbor the next year for the centennial and the rededication of the Statue of Liberty.

So in 1986, *Elissa* hauled out and installed a 450 horsepower, twelve-cylinder diesel engine, which also required an almost complete rearrangement of the hold space and ballast and the construction of an engine room. *Elissa* was completely re-outfitted

for sea, installing modern radar and navigation equipment and safety and lifesaving gear, as well as crew comforts like heads and showers. Because she was over 300 GRT and she now possessed an engine, she had to be inspected by the Coast Guard and meet all of the requirements for a cargo vessel.

Yet again, despite overwhelming odds, *Elissa* left Galveston on Memorial Day, Monday May 26th, 1986 to begin her voyage to New York. She stopped all along the way, visiting Miami, Charleston, Annapolis, Baltimore, Washington D.C., and Norfolk. While in Baltimore, she attended the memorial of *Pride of Baltimore*, who had been knocked down by a downburst 100 miles off the coast of Puerto Rico two weeks before *Elissa's* departure from Galveston. When she reached New York Harbor, she tied up at South Street Seaport alongside several other Class A square-riggers including US Coast Guard Cutter *Eagle*, Mexico's *Cuauhtemoc*, Denmark's *Danmark*, and Norway's *Christian Radich*. The night before the parade, in order to prevent absolute chaos, all the class A square-riggers anchored outside the harbor off of Sandy Hook.

The next day, July 4th, one of the most impressive displays of maritime history made its way in parade formation past the Statue of Liberty. *Elissa* was the oldest and smallest of the class A vessels, and a particular crowd favorite. She truly sailed the parade route, her engine only used in reverse to keep from overtaking the vessels in front of her. That night, Independence Day fireworks lit up the sky and illuminated a mass network of masts, yards, and rigging that the South Street Seaport had not seen in over 150 years.

After her triumphant return to Galveston, *Elissa* settled into her new home and her role as a museum and sail training ship. Over the next two dozen-plus years, she traveled several times to various ports of call in Texas and Louisiana. On December 14, 1990, after over a year of investigation, *Elissa* was officially named a National Historic Landmark. Her sail training program and maintenance progressed and improved with experience, and she continued her annual sea trials, even adding an overnight sail to her program in 1996 as a special reward for her volunteer sailing crew. In 2005, Texas Governor Rick Perry named *Elissa* the "Official Tall Ship of Texas".

On September 13, 2008 Hurricane Ike made landfall in Galveston. By the time it blew itself out over Canada, top sustained winds had been recorded at 145 mph and it had caused over \$37 billion in damages. There was an estimated 18 feet of water rise at *Elissa's* berth at Pier 22. Her fore lower topsail was blown out and completely shredded. But overall she seemed to have weathered the storm well and she subsequently completed her 2009 and 2010 daysail series.

It wasn't until 2011 during a routine Coast Guard inspection that it became apparent extensive hull repair was needed. In fall of 2012, 30 years after the completion of her first restoration, work began on what culminated in *Elissa's* second restoration. Multiple issues of an aging vessel were addressed, resulting in extensive rebuild of the hull below the water line and a new deck being laid. With the unique properties of her Low Moor iron hull, experts in metallurgy, welding, and shipbuilding were brought in and together with the Coast Guard created an approved welding repair plan that



involved welding ½ inch thick steel plate to the existing iron. The whole process took months.

In the spring of 2013, she re-entered the water with a newly sound hull and attention focused on a complete deck restoration. 18,000 board feet of old growth, kiln dried, vertical grain douglas fir was bought and shipped from Edensaw, British Columbia. A new galley house and new aft skylight were constructed using the 1877 originals as a template. The windlass, anchors, and chain were all removed and stored. The charthouse and aft companionway, worm gear and wheel, were also stripped and carefully stored. An extensive wood and plastic cover was constructed to keep the weather out while her hold was open to the elements. Shipwrights were hired to complete the project and on September 28th amidst a crowd of volunteers, staff, and GHF board members, the last plank was hammered home to cheers and one volunteer's loud comment, "You won't have to caulk that one!"

Soon the buzz of a sawsall and triumphant shouting could be heard as the cover came off and *Elissa* was put back together again. Sails were bent on, lines run, every inch of a rig starved of tar was again lovingly coated by her dedicated group of volunteers, 10 of which had joined the program in 2010 and had spent 3 years without once experiencing the joys of sailing. In the spring of 2014, *Elissa* again cast off her mooring lines and headed out into the Gulf, proving once again that she was a solid old girl with a dedicated crew that could weather any storm.

In 1989, as part of an exploratory survey investigating *Elissa* as a potential National Historic Landmark, James Delgado, maritime historian for the National Parks Service sailed aboard as a guest. It was October 27th, *Elissa*'s 112th birthday. Afterward, in his report to the Chief Historian, he wrote:

*"We motored out through the Houston Ship Channel and set sail once free of the jetties. By afternoon all sails were set, and we tacked, wore ship, and came about in an amazing demonstration of square-rigged sailing and the unique ability of this one historic vessel to capture an essential quality of maritime culture and history—the feeling of working under sail. The techniques, technology, language, and music (we had a shantyman on board) of the square-riggers has been saved and is being interpreted to those who work as Elissa's volunteer crew or who, like us, were privileged with a sail on her."*

Today, *Elissa* thrives under the care of more than 100 volunteers. Together they put in over 30,000 hours of work annually, traveling from as far as Seattle, WA to participate in her sail training program. Everyone from janitors to astronauts to the handful of shellbacks have rolled up their sleeves side by side to keep *Elissa* sailing. The longest standing volunteer has been around for over 25 years. Each hurricane season these volunteers downrig her t'gallant and royal yards using nothing but her capstans, gantlines, and traditional methods. In the summer of 2014 they brought to deck her main t'gallant mast and housed her main topmast. Her fully equipped shop has manufactured new tressle trees for the main, a new gaff, and is currently underway crafting a new jibboom. All of this and infinitely more come together to form one of the most unique and awe-inspiring sail training programs in the world.



Volunteers (image courtesy of the Galveston Historical Foundation)

In 2016, *Elissa* surprised the maritime world when she successfully went through the process of reclassifying from a miscellaneous cargo vessel (subchapter I) to a sailing school vessel (subchapter R) with the Coast Guard. Her second restoration allowed her the opportunity to meet the modern vessel requirements for operation as a sailing school vessel and further her mission of sail training. People were now her new cargo. Under her former classification, she would apply for excursion permits each year to conduct her sea trials and was extremely limited in the waters she could sail. Under her new classification, she has a much broader range she can operate in. In addition, she can now broaden her scope of sail training to include programs with outside venues. The first of these was a two week training program in conjunction with the Johnson Space Center.

As a museum, *Elissa* and the Texas Seaport Museum continue to inspire young people to explore maritime history. Overnight programs are offered for classes and scout troops that involve a night spent aboard the ship standing watches and keeping a deck log. Participants learn to tie knots and how to haul, belay and coil a line. They set a sail, take a shot of lime juice to prevent scurvy, and learn to read a compass and give a relative bearing. Each Spring Break and over the summer, the boat sponsors learning opportunities for youth and for the general public, free with admission. Learn to make hard tack, how compasses work, flag etiquette, sea shanties, even make scrimshaw candles.

*Elissa* also reaches out to local marine conservation groups to create joint projects for the public. This year, they partnered with the Flower Garden Banks Marine Sanctuary to organize a presentation on their work. The harbor tour boat operated by the Texas Seaport Museum takes classes out on the water for a marine biology program that includes visiting a local seafood market, studying



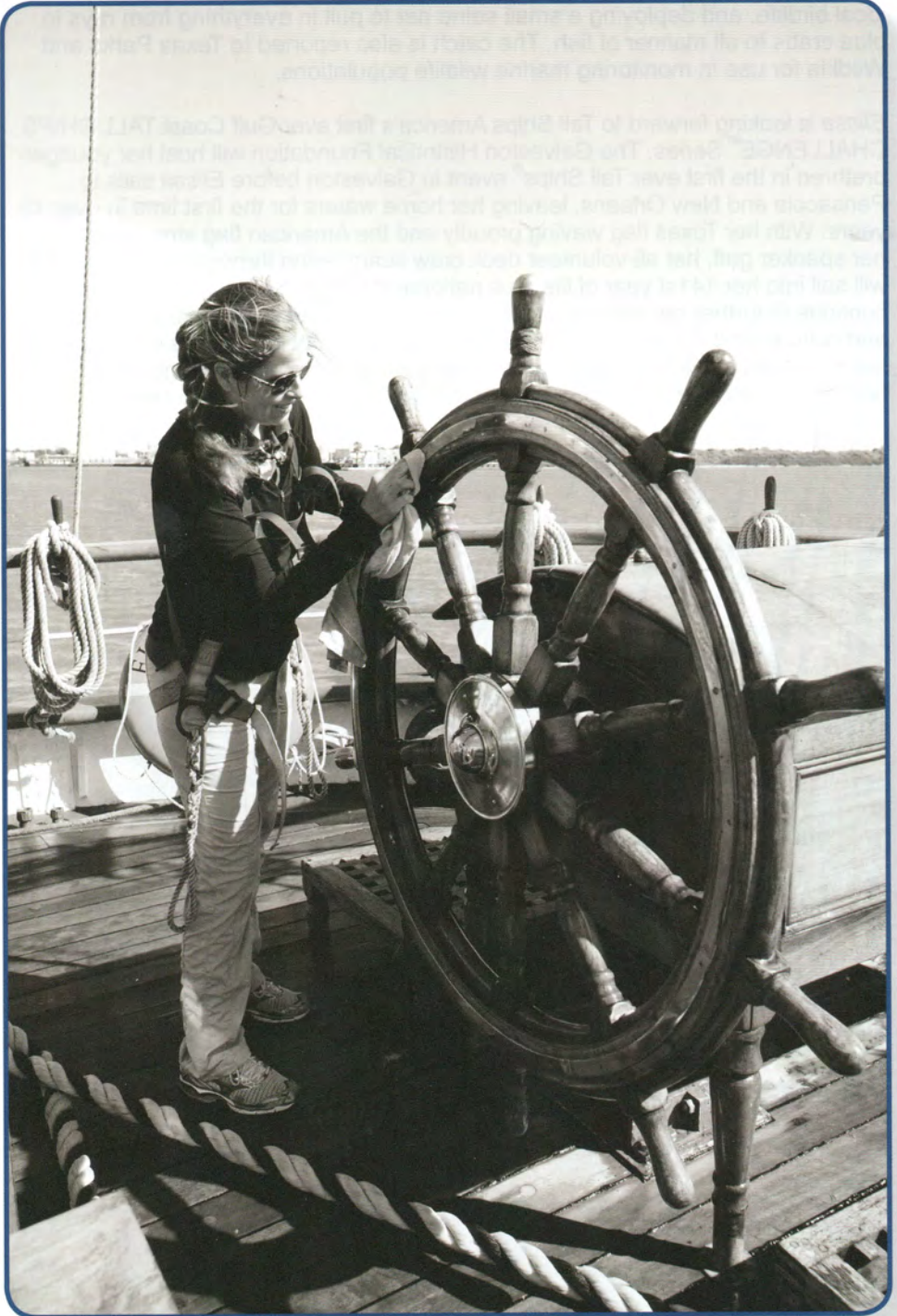


image courtesy of the Galveston Historical Foundation

local birdlife, and deploying a small seine net to pull in everything from rays to blue crabs to all manner of fish. The catch is also reported to Texas Parks and Wildlife for use in monitoring marine wildlife populations.

*Elissa* is looking forward to Tall Ships America's first ever Gulf Coast TALL SHIPS CHALLENGE® Series. The Galveston Historical Foundation will host her younger brethren in the first ever Tall Ships® event in Galveston before *Elissa* sails to Pensacola and New Orleans, leaving her home waters for the first time in over 15 years. With her Texas flag waving proudly and the American flag streaming from her spanker gaff, her all-volunteer deck crew scampering through the rig, she will sail into her 141st year of life as a national standard for sail training. She will continue to further her mission of sail training and of preserving maritime history and culture. And the love and dedication of the ten thousand sailors who walked her decks will shine from her brightwork and will sing through her rigging, carrying her through another 140 years and another ten thousand sailors to come.



*Elissa* courtesy of the Galveston Historical Foundation





*Elissa* courtesy of the Galveston Historical Foundation





*Elissa* courtesy of the Galveston Historical Foundation



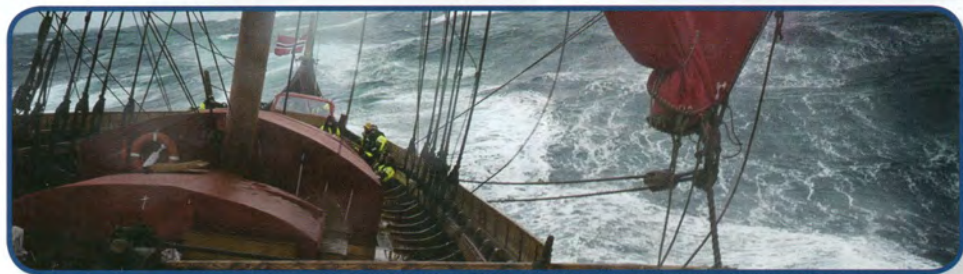
# The Sail Training Experience



Tall Ships America member vessels and programs foster opportunities for intensive personal development - intensive life experience in order to advance leadership development, an utter reverence for nature, a sense of time and place, an appreciation for history, and teamwork ability. Sail training teaches the qualities of stewardship, resourcefulness, pride, humility, bravery, strength and grace.

And we learn to sail, too.





"I am constantly reminded of myself in some of the students that have come aboard the ships I have worked on. They are young, interested, ridiculous, and not at all aware of the potential they have."

Anna Spring



## A Sailor's Life for Me!

By Anna Spring



Anna Spring (front)

No no no, *this* is the best way to finish the splice. Really? Another way to finish a long splice? The saying holds true. No two ships do two things the same way. Inevitable and sometimes frustrating, the fact is that sailing on different ships is sometimes the only way to learn new and never before seen techniques. I have had many great opportunities to sail on different rigs in different sailing waters with vastly different crews. From tying a bowline to furling a tops'l, I have learned it all three times over, each time being taught a different way.

### The Sail Training Experience

The very first time I went sailing on a tall ship was on the *Harvey Gamage* when I was thirteen. It was a week long summer camp and we sailed from Mystic to Gloucester. A short trip, and not a lot of time to teach students that much about the ship. However, the crew had been doing week long programs all summer and they had a good system of teaching us seamanship and allowing time for goofing off. After all, this was many of our first times being away from home and it was a lot to take in. Throw all the 'living on a ship' weirdness into it and you have some pretty homesick/excited/confused kids to deal with. If you are involved in summer programs like this, you see new kids come onboard every week. They come, they go. Did they learn anything? It is hard to tell sometimes, but the answer is yes. This is the kind of experience that will stick around in the minds of young kids for a while. Some might even go sailing again.

The next couple years flew by uncontrollably. Whenever tall ships manage to get a young life in their grips, you can say goodbye to all your other plans because you will just have to go back to sea. I returned to *Harvey Gamage* for a four month semester at sea which rolled right into a yearlong voyage on *Sørlandet* that included a circumnavigation of the Atlantic. I got off, baffled, spent the summer as a deckhand on the schooner *Mystic*, and then returned to high school for a dreadful senior year. The minute I walked off the stage at graduation a year later, I drove to the airport and flew to Los Angeles to work on the twin brigantines *Irving* and *Exy Johnson* on the cool Pacific coast. The end of that summer led to a decision that had to be made. On one hand, I could sail forever. On the other, I could go to college and then sail forever. Originally I had scoffed at the idea of willingly seeking out more school. I was eighteen, free of any obligations, and all I wanted to do was go out and explore the world, preferably with some sails up. What good would learning in a classroom and living in the same place for four years do for me? The answer to that, I decided, was to be found at Maine Maritime Academy.

I chose a four year program called Vessel Operations and Technology (VOT). After two years, you sit for your 200 ton near coastal mate's license, and after four years you sit for your 500 or 1600 ton, depending on your sea time acquired. It is the only licensed program at the school that is non-regimented. This means (to name a few things) we do not have to wear uniforms, attend all-school musters every morning, keep a clean haircut, and in general are not involved in the merchant marine part of the school. Being in the regiment certainly is good for some people, for it creates a structured environment that prepares people for the hierarchy of ships they will soon encounter. However, if being in the regiment was not optional for my major that would have been an immediate deal breaker.

The classes offered here and the professors that teach them are often a once in a lifetime opportunity. Some of the classes I have taken include: meteorology, auxiliary sail operations, marine systems, ships medicine, scuba diving, traditional rigging technology, taking a diesel engine apart, and ship handling on the school's tug boat. The school also has the schooner *Bowdoin* which sails every day for anyone who wants to go out for a couple hours. The school has tons of boats that you can learn how to operate and then take out whenever you



want. When I got to Castine I realized that although I was going to be there year round for four years, it is one of the best places I could spend that time because of all the things you are able to take advantage of.

During the summers, every one disperses all over the world to Co-op on different ships. So far, I have had two very interesting jobs for the summers I have been at school. In May 2016 I flew to the Faroe Islands to meet *Draken Harald Hårfagre*. She is a Viking long ship from Norway, and was on her way across the Atlantic when I got on board. Crossing the North Atlantic was an awesome frozen adventure to say the least and I would go back and do it a hundred times over if I had the chance. The following paragraph is an entry from my journal and it illustrates one of the more exciting nights during our passage from Greenland to Newfoundland.

*"It was half past midnight and the other watch was supposed to have relieved our watch half an hour ago, but there was still a lot of work to be done. The two watches on deck were working together to take down the sail completely, even though we had already thrown a triple reef in it. It was pitch black, below freezing, and rain that might have been hail was pelting us from a sideways direction. I was on lookout keeping an eye out for icebergs. We had tried using a spot light to see them, but the light just bounced off the rain like the headlights do in your car, and it actually made it harder to see. Everyone else was frantically hauling on lines, trying to get the sail down but the wind was pinning it up against the mast. The sail made a large cloak across the beam of the ship, and the captain told me on the radio that they couldn't see anything from back aft and I was the only one who could see out forward now. The other person that had been standing lookout with me was called away to help man handle the sail, and I was left alone staring out into the pitching abyss of terrifying darkness. The wind shrieked through my hair and the freezing*



*Draken Harald Hårfagre* photo by Anna Spring.

### The Sail Training Experience

*rain hit my face with blinding force. My eyes were popping out of my head trying to stare a little bit farther into the ocean that I could really only see ten feet out in. Every whitecap looked like an iceberg. I glanced over my shoulder, they were making progress on the unruly sail, although it looked like they wouldn't be able to get it all the way down in this ferocious weather. I looked back forward, and out of nowhere an iceberg the size of a pick-up truck loomed into view. I fumbled on the hand held radio and frantically called to put the helm hard to port. We missed it, barely, and it glided by us. I felt like it was laughing at us in our small little canoe."*

Jeez. That was fun. We continued into the Great Lakes, left the ice behind us, and introduced *Draken* to what 90 degrees in Chicago felt like. It was very bizarre returning to school that fall after being in such an unusual environment for four months.

The second summer, the one I have just returned from, was spent on the *Spirit of South Carolina*. She is a very beautiful schooner out of Charleston and this summer we were participating in the 'RDV 2017' festivals all over the east coast and throughout the Canadian Maritimes. There were dozens of ships from all different nationalities that raced with us from port to port. I couldn't believe how many ships I had never even heard of! Another interesting aspect to the summer was that I was the second mate on board. I got to experience sailing from a whole different point of view. The ship, the sailing, the crew, and the learning experience were unbeatable and the timing for this advancement in my career was spot on. We sailed in challenging weather, and fair weather and I enjoyed making decisions and problem solving. I was lucky to have a crew where every person had sailing experience before and I was able to trust them with much



*Draken Harald Hårfagre and iceberg photo by Anna Spring*



more that I would have been comfortable with anyone else. This allowed me to focus on doing my job as a watch leader, and it sure was an awesome job. I'm glad I got to test out what I want to do in the future, not that I suspected that I wouldn't like it! It is so much fun teaching students and other crew members what I can, and being taught by them as well.

I am constantly reminded of myself in some of the students that have come aboard the ships I have worked on. They are young, interested, ridiculous, and not at all aware of the potential they have. With these kids, I try and give them everything I can to get them into sailing, to appreciate the ocean, to become interested in the ship, to encourage their abilities, because one day, who knows, they might end up sailing as a mate.



Aboard the *Spirit of South Carolina* tall ship race start Rendezvous 2017. Photo by Anna Spring



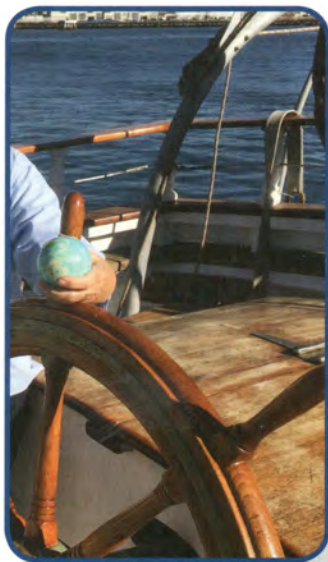
"But while all of these pieces made up the core of the voyage, what really made it special were the people on board. Tall ships people are a certain kind of crazy, but they're wonderful. You meet a whole set of characters, have fascinating conversations, and make the best friends of your life. These are the people you spend dawn to dusk with, that you work alongside, and who hold your life in their hands. "

Rebecca Teitelbaum



## Sunrise on the Royal Yard With Hot Chocolate to Follow

By Rebecca Teitelbaum



Sunrise on the royal yard. There's nothing like it in the world. It's moments like those that just make you stop and consider how lucky you are to be in that moment. To be one hundred feet above the water, just hanging out in the rigging while the sun breaks on the horizon. It is an experience without words, and one that is impossible to ever forget. It was also a moment of triumph, a moment of fears being overcome, of barriers being surpassed. I have had an incredibly difficult time in writing this piece. The enormity and feeling of the experience is intensely difficult to put into words. For me, it was life changing. The voyage wasn't always easy, but I came to love it.

### The Sail Training Experience

If I could have reasonably stayed on 'till the voyage's end, I would have, but the experience didn't suit everyone. More than one person disappeared from the ship long before their time was supposed to be up. Yet, there were an equal and opposite number who couldn't bear to leave, and stayed on far longer than they had originally planned.

When I stepped aboard *Picton Castle* in Summerside, Prince Edward Island, on the last day of June, I never could have guessed what adventures would await me. I had been sailing before, plenty of times, including a voyage of the same five weeks that I was about to embark on, but never on a tall ship. I was about to find out that no amount of preparation and past experience on boats in the thirty to fifty foot range could even hope to ready me for the voyage at hand. At that moment, everything was still in abstract. It all seemed so mystical and remote. As I sat around my first night, being introduced to the crew, and even playing a few games of cards, names, faces, and the tour I had been given of the ship all just blurred together. Being docked still, I hadn't even really processed which side of the ship was forward and which was aft. Which, in hindsight, was an unfortunate oversight that plagued me throughout the voyage. Of course, the information overload hadn't even begun.

I spent my first several weeks on board more or less in a constant state of confusion. *Picton* has 135 lines total, and even for someone who prides themselves on their ability to memorize facts easily, it still took weeks just to have a general idea of where they were all located. I think by the end of my five weeks I finally had them mostly down. Maybe. At least until I came across a laundry line to confuse me. There was also the matter of sail handling. Anything that I may have known coming in was utterly





useless in the face of square sails, and the commands came quickly in the controlled chaos. Everyone was always scurrying about from line to line, and rarely was only one sail set or trimmed at any given time. Not to mention that the terminology was all completely new. Being told to haul away on the fore brace is all well and good, if you know where that is, and if you understand what the mate means when they say "that's well," or to let go when someone says "come up." I spent many a day, even after having picked up the basics, responding the order of "hands to the halyard," with a confused cry of, which halyard? It didn't help matters that the process was so chaotic, and my focus so pinpointed on a single task, that I rarely remember what had just been done by the time I finished doing it.

I quickly found that the best thing to do was just to pick one of the more experienced sailors on my watch and follow behind them like a lost puppy, occasionally helping with hauling on a line if they needed more people. I was also lucky enough to have a lead seaman who was wonderfully thorough and patient about explaining different aspects of sail handling procedure, and I learned more from her than just about anyone on the ship. It was all incredibly fascinating, but there was so much to learn in such a short time. I went to bed every night with sore hands and sail handling on the brain. It came to the point where I could tell when I had finally slipped into sleep, because something about the sail handling went wonky, the line becoming chain rather than rope or somesuch. Slowly, however, things began to click into place. By the time we reached Quebec City, three weeks into the voyage by my count, I could proudly say that I had graduated to only mostly confused.

Sail handling, while the reason most of us had joined the ship, wasn't by any means the only thing crew members were asked to do on watch. We spent two shifts of four





### The Sail Training Experience

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hours a day working while out at sea, and there was always work to be done. For most of the voyage, I was a member of the 4 - 8 watch. That meant that I spent the hours of 4 to 8 on duty every day, both in the early morning and in the evening. While in port we switched to two 24 hour watches to give us time to explore the town. We mustered 10 minutes before our watch ready to work, in our harnesses, rigs, and clothes we didn't mind getting dirty. At that point we would receive the general plan for the watch, and then go where we were assigned. In the morning, after someone was assigned to lookout and helm, we would often be sent to standby on the quarterdeck. There we would usually do educational work, like knot tying or learning the compass points we used in lieu of degrees, or practice sail training. We would send the new trainees with a more experienced buddy to go learn lines, or practice with more complex or temperamental sails, like our gaff topsail. It was the smallest sail on board, yet it had the most complex rigging and caused the most problems, making it a well of frustration. There were a few people in my watch who hated that sail with a passion, and I remember one morning we must have set and taken it in six or eight times in a row. Those early mornings were my favorite times on watch, by far. Sometimes, if we were really lucky, we even got to have hot chocolate in the pre-dawn light. But when morning came, it was time to get to work.

Each watch has certain chores on the ship that they are responsible for to keep everything looking nice, working well, and running smoothly. The two major chores that belonged to 4 - 8 were deck wash and after dinner clean up. Deck wash happened on our morning watch and mostly involved spraying the deck down with a salt water hose, scrubbing up any dirt or fibres that had broken off our manilla lines, and then going through with a bucket of fresh water and a rag to wipe down any surfaces, like the pin rail, that really shouldn't stay salty. I was often assigned to the fresh water rinse portion, and I quite preferred that. It meant that I didn't have to wear my rain boots, or get sprayed by the hose. I know some people prefer it because it's a good workout that warms you up after sitting in the frigid Canadian air, but I found that I got quite enough exercise running from the deck hose. With some people handling the hose it was relatively safe, but my lead seaman in particular was vicious with that hose. After dinner cleanup was pretty much exactly like it sounds. We did about an hour and a half worth of dishes that had been amassed in cooking for a crew of 40, and dried all the dishes that the crew had used. We also cleaned and put back together the galley so that in the morning it would be ready for our esteemed chef.

There were also always smaller projects to be done as well. I learned how to varnish on board, which I actually ended up quite enjoying. We also did a lot of painting, cleaning up after 12 - 4's painting, prepping for workshops that the captain gave on various subject matter including rope work, or doing various other tasks depending on what needed doing. There was also often tarring to be done. Having natural fiber lines on the ship is wonderful in a traditional sense, but it also adds to some of the work that needs to be done. In the rain all of the line needs to be slacked because the lines grow fatter and shorter when wet, and then slacked out as they dry. The rigging also needs to be covered in tar on a regular basis so that the ratlines and such stay in good shape with no rotting. Our first mate in particular, was very passionate about the use of tar and its importance.



Even with the tar keeping the ratlines in shape, we got a rather terrifying lecture while doing our aloft training along the line of, make sure you don't put both feet on the same ratline because they can and do occasionally snap when you stand on them. That didn't really make me feel better about the whole process. In order to stow and loose sail, crew members must climb into the rigging and the lay out on the yards in order to do work. I don't have any fear of heights, but I'm a rather cautious person and I have a healthy fear of falling. Sure, we used harnesses, but you can't exactly constantly clip and unclip while climbing or when moving positions while aloft. It's only really useful once you've hit a stopping point, and in any case, fiddling with your clip is the most dangerous time aloft. You pretty much just have to hold on for dear life and hope your footing is sound.

Frankly, at first the whole going aloft business really made me very nervous. I felt like I couldn't find my footing, and I wasn't sure how to maneuver on the slippery, tar covered network of rope that made up the rigging. I wasn't comfortable at all going up to stow sail. Eventually, I decided to ask for more practice. I laid in on several rounds of aloft training for new trainees that we took on, and one of the professional crew who was acting as a secondary lead seaman for my watch took me up on several rounds of what we call up and overs, where you just go aloft and then come back down. With a lot of practice and just extra time to get comfortable, I was able to go all the way up, and I'm glad that I did. Once that barrier was surpassed, it gave me the confidence to do more work aloft, and volunteer for any up and stow or up and loose that was called.

In fact, I started saying while on the voyage, it's like going aloft, it gets better every time, in regard to things that made me nervous and took me out of my comfort zone. The same thing happened with helming. We received a few hours of co-helming during the initial days of the voyage, but after that it was up to us alone to steer our course and not crash. The helming behavior is different every time. Sometimes she responded quickly to a quarter turn and swung for ages, and other times it took two or more turns to get her to budge an inch. It made me more nervous than just about anything at first, but by the end I could really zen out on the helming, and never wanted to give up my spot. Of course, it bears mentioning that our engine, when we were forced to use it, liked to spit droplets of oil. In most winds that meant the quarterdeck was covered in oil spots that had to be scrubbed, and the helmsman got covered too. On one shift I received a particularly amusing set of leopard spots.

But while all of these pieces made up the core of the voyage, what really made it special were the people on board. Tall ships people are a certain kind of crazy, but they're wonderful. You meet a whole set of characters, have fascinating conversations, and make the best friends of your life. These are the people you spend dawn to dusk with, that you work alongside, and who hold your life in their hands. I couldn't have picked a better group of people to sail with. If you're willing to go on an adventure, work hard, play hard, and learn more than you thought possible, do yourself a favor and get going. I never regretted it for a moment.



Nancy Richardson and a few shipmates from the Youth Council of Sail Training International at the STI-Tall Ships America Conference in Quebec in 2016, celebrating Nancy's being awarded the STI Janka Bielek Medal for 'outstanding contributions to international friendship and understanding through sail training.' (Image courtesy of STI)

"You can count ships,  
but it's shipmates that count!"

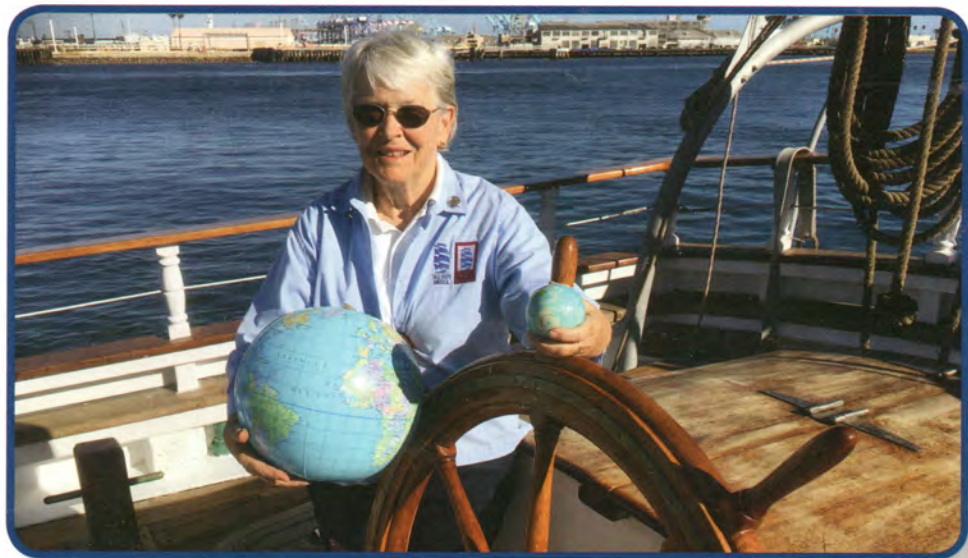
*"Whether we sail 'tall ships' or small, historic or modern, spartan or posh, the important thing is the outcome of safer sailors and better shipmates with a sense of stewardship for the sea, the ships and the global family of sail."*

*Nancy Richardson, 1990 ASTA Directory  
of Sail Training Ships and Programs*



# 101 Ships and Counting...

By Nancy Hughes Richardson



**A**t the helm with small world stories of shipmates in one hand and a wide world of seas and ships in the other, it has been a challenge to choose which ships and shipmates to fit on these pages and how to bring my sea stories ashore

I'm on course now, after tacking around asking myself "What? So what? Now what?" You'll find recollections and reflections in the stories of ships from A to Z, with answers to your frequently asked questions like which was the longest? Biggest? Scariest? Most awe-inspiring?

Along the way, I'll highlight what counts from my 60 years of sailing 101 ships on the 7 seas. I'm blessed by being connected to countless shipmates throughout the world. What matters most are the ways that friendships make our world a smaller and better place. I wish you smooth sailing through my adventures - and yours...

### Ships I've Sailed So Far (Alphabetical ship-list) from June, 1957 to October, 2017



<i>Adirondack II</i>	<i>Gaslight</i>	<i>Quisett</i>
<i>Adventuress</i>	<i>Gazela of Philadelphia</i>	<i>Rachel B. Jackson</i>
<i>A. J. Meerwald</i>	<i>Godspeed</i>	<i>Rachel &amp; Ebenezer</i>
<i>Alma</i>	<i>Harvey Gamage.</i>	<i>Red Witch</i>
<i>Amazing Grace</i>	<i>Hawaiian Chieftain</i>	<i>Richard Robbins</i>
<i>America</i>	<i>Heritage of Miami</i>	<i>Robert C. Seamans</i>
<i>Amistad</i>	<i>Hinemoana</i>	<i>Robertson II</i>
<i>Bill of Rights</i>	<i>Inland Seas</i>	<i>Romance</i>
<i>Black Jack</i>	<i>Irving Johnson</i>	<i>Rose / Surprise</i>
<i>Black Pearl</i>	<i>Kaisei</i>	<i>R. Tucker Thompson</i>
<i>Bluenose II</i>	<i>Kaliakra</i>	<i>San Salvador</i>
<i>Bounty</i>	<i>Kalmar Nyckel</i>	<i>Seahorse</i>
<i>Bowdoin</i>	<i>Lady Frei</i>	<i>Sea Cloud</i>
<i>Brandaris</i>	<i>Lady Maryland</i>	<i>Seaward</i>
<i>Brilliant</i>	<i>Lady Washington</i>	<i>Shenandoah</i>
<i>Californian</i>	<i>Lavengro</i>	<i>Sir Winston Churchill</i>
<i>Christian Radich</i>	<i>Lettie G. Howard</i>	<i>Soren Larsen</i>
<i>Clearwater</i>	<i>Lord Nelson</i>	<i>Spirit of Adventure</i>
<i>Clipper City</i>	<i>Lynx</i>	<i>Spirit of Dana Point</i>
<i>Concordia</i>	<i>Mallory Todd</i>	<i>Spirit of Massachusetts</i>
<i>Corwith Cramer</i>	<i>Mary Day</i>	<i>Stanley Norman</i>
<i>Curlew</i>	<i>Mystic Clipper</i>	<i>Stone Witch</i>
<i>Dar Mlodzeizy</i>	<i>Mystic Whaler</i>	<i>Swift of Ipswich</i>
<i>Denis Sullivan</i>	<i>Niagara</i>	<i>Tabor Boy</i>
<i>Dubloon</i>	<i>Norfolk Rebel</i>	<i>Tenacious</i>
<i>Eagle</i>	<i>Our Svanen</i>	<i>Tole Mour</i>
<i>Elissa</i>	<i>Pathfinder</i>	<i>Unicorn</i>
<i>Empire Sandy</i>	<i>Picton Castle</i>	<i>Westward</i>
<i>HMS Endeavour</i>	<i>Pioneer</i>	<i>Windy</i>
<i>Ernestina</i>	<i>Pride of Baltimore</i>	<i>Windy II</i>
<i>Europa</i>	<i>Pride of Baltimore II</i>	<i>Yankee</i>
<i>Exy Johnson</i>	<i>Providence</i>	<i>Young America</i>
<i>Fair Jeanne</i>	<i>Quest</i>	<i>Zodiac</i>
<i>Fritha</i>	<i>Quinnipiack</i>	

Ships are listed from A to Z, not chronologically because I've sailed many ships multiple times! Counting from 1957-2017, the list would start with *Tabor Boy* #1, Brigantine *Yankee* #2, *Brilliant* #3, through *Black Jack* #100 and *San Salvador* #101, so far... Most importantly, remember, "You don't have to be big to be tall!"





This 'Sailing Adventures!' collection connects how I got started with where I am today:

1949: I was inspired by hearing Captain Irving Johnson speak about "Yankee Around the World". I was a Brownie Girl Scout, and became fascinated by the Mariner Girl Scouts in my hometown in NJ. The headline 'Maplewood Girl Scouts Are Brigantine's Distaff Crew' leads into pictures from their week sailing Brigantine *Yankee* in New England waters-no wonder I wanted to be like them! My mother helped me prepare, teaching me knots out of the Girl Scout Mariner Handbook; and reading articles out of National Geographic by Irving and his wife, Exy Johnson.

1956: Finally in high school, I was old enough to join Mariners and wear my Mariner GS pin on the blue uniform. We were all thrilled to be keeping touch with two of our alumnae who were sailing around the world on *Yankee* with the Johnsons.

1957: Because *Yankee* was still on her way around the world, we sailed *Tabor Boy*, my first ship and my first 'June Cruise'.

1958: In May, the Johnsons retired from circumnavigating and sold the brigantine. Then they sailed their new ketch *Yankee* for years in Europe. Even so, in June, we sailed aboard Brigantine *Yankee*, with some of the 'world' crew and the new owners.

1989: With Captain Jim Gladson, I helped found what became the Los Angeles Maritime Institute. As it grew, the LAMI board decided to build two new brigantines. It was my privilege to ask Exy for her permission to name our twin brigantines *Irving Johnson* and *Exy Johnson*. They were launched in 2002, with Exy, their son Robert and grandson Matthew doing the honors. The TopSail Youth Program postcard and pins (above) show the twin brigantines sailing together, carrying on the timeless tradition of changing lives through sailing tall ships!

Inspired by Irving and Exy, I've continued to volunteer with Girl Scouts and sail training. I've lived in Maplewood, NJ; the San Francisco Bay Area 1963-76; back to NJ 1976-2003; and now I'm at home in San Pedro, CA with a grand view of the Ports of LA and Long Beach, watching the ships pass the lighthouse, coming and going on the vast Pacific Ocean.



**Adventuress:** I've sailed many voyages on the 'A' in Puget Sound, the San Juan Islands, Victoria and Vancouver, BC., with Girl Scouts from all over the USA. For my first 'A' sail in 1972, I went as a leader with Girl Scouts from the San Francisco Bay Area. We all earned a card (left) showing the 'A' still sailing with the rig from when she was with the SF Bar Pilots. The card (right) was given to 'Girls at the Helm' in 2012, having been beautifully restored to her traditional rig from 100 years before. I still carry the 'A' card that says: "Know ye that Nancy Richardson has sailed as a steward of the sea aboard Schooner Adventuress on the waters of the Salish Sea... She is well qualified in the mysteries of the deep and will educate, inspire and empower others to care for our marine environment..." It reminds me of Girl Scouting's mission: 'to build girls of courage, confidence and character, who make the world a better place'

**A. J. Meerwald:** Environmental day sail from Bivalve, NJ, with Captain Meghan Wren. I wish I'd been there when she swam across Delaware Bay to raise support for the ship and the mission of the Bayshore Center. Meghan has gone the extra mile for ASTA-Tall Ships America Board too, and I love catching up with her and Capt. Jesse Briggs at meetings and conferences.

**Amazing Grace:** Day sail during a Festival of Sail in San Diego. I love her name and the words of the hymn by a minister, converted after surviving a storm as captain of a slave ship.

**America:** Sunset sail in Newport Beach, CA, with Scott Kennedy at his Sea Scout reunion. Scott's art illustrates the building of LAMI's twin brigantines, *Irving Johnson* and *Exy Johnson*.

**Amistad:** Sailed Freedom Schooner *Amistad* in Connecticut waters with Capt. Bill Pinkney. To spread the story behind the 'Amistad Incident' of 1839, our team from Mystic Seaport Museum and the Girl Scouts of Connecticut started the Amistad Friendship-Ndiamu Patch Program. Through sailing the ship and visiting the museum, Girl Scouts became ambassadors of the Amistad story; how it relates to our present day lives and allows each of us to discover a broader understanding of how we are all so closely linked.  
**Alert:** After years as Captain of *Amistad*, Capt. Bill Pinkney retired to Puerto Rico. Hurricanes damaged Bill's boat and home, among thousands of others in the islands in 2017. Now, more than ever, the islanders need support from sailors to help recover from the storm.

**Bill of Rights:** I sailed *Bill of Rights* in New England waters, with shipmates who went on to become schooner captains. Later, while *Bill* was with LAMI's TopSail Youth Program, Bill Pinkney came to Calif. to sail *Bill* for big schooner time before he took command of *Amistad*.





**Black Jack: #100 !** ...sailed in company with *Fair Jeanne*, with Captain Simon and Lynn Fuller and shiploads of wonderful sail trainees, through the 1000 Islands to Rendezvous-Quebec 2017. He had sailed the same route to Tall Ships® Quebec In 1984. We had great fun with his being the youngest captain in 1984; *Black Jack* being my 100th ship; the *Whitehall* becoming my #100 ½ as a float in the crew parade; and a surprise reunion on *Eagle* with Capt. Ernie Cummings, *Eagle* CO in Quebec'84!

**Brilliant: # 3**, in 1959 I sailed a week-long voyages with *Mariners*. We held a *Yankee-Mariner* reunion at the Mystic Seaport Museum in the 90's. I am still keeping connected with *Brilliant* and the fleet at Mystic Seaport through Quentin Snedicker and his grand tours of the always awesome ship restorations.



**Christian Radich:** I dreamed of sailing this beautiful full-rigged ship ever since 1958 when I saw *Windjammer*, the film featuring *Christian Radich* and her transatlantic voyage on the wide-screen, Cinemiracle. Finally, in 2015, I carried the *Windjammer* book with me when I sailed from Fredrickstad to Bergen in the STI Tall Ships Cruise-in-Company. One evening, we watched the DVD, sang the music, and relived the voyage from the deck of the ship sailing in a Norwegian fjord! And everyone signed my book, including one of the volunteer crew who had been among the Norwegian cadets in the film...Norway's full of beautiful people and places!



**Corwith Cramer:** I sailed out of Woods Hole for a weekend with SEA alumni, and other SEA supporters like my heroine, Exy Johnson. Named after 'Cory' Cramer, the founder of SEA, I remember his visionary leadership with the Council of Educational Ship Owners, working with the USCG in the early 80's to develop the regulations for 'Sailing School Vessels.' That led to the Coast Guard asking ASTA to compile 'Guidelines for Educational Programs Under Sail'.



**Dar Mlodzeizy:** I sailed with Polish cadets from Lisbon to Cadiz with Tall Ships in 2006! Back at Tall Ships Quebec'84, I had toured her with a Polish cadet, and noticed the presence of Communist officers. Ashore at the Tall Ships Captain's dinner that night, I sat next to a Polish schooner skipper whose wife noticed my Girl Scout Mariner pin. Saying that I was sorry that they didn't have Scouting in Poland anymore, he replied "Not to worry, we carry on our Scouting when we're out of sight of land." Freedom of the seas counts, especially on tall ships.

**Dubloon:** I sailed in San Pedro with Jim Gladson, another dreamer and doer. Jim founded LA Maritime

Institute in response to his science students saying "it's more than just a boat ride!" after their class sailed with him. It's them on *Dubloon* in the poster captioned *School is Where the Kids Are!*



**Eagle:** Multiple passages on this iconic ship! In '78 it was magic watching *Eagle* from the deck of *Adventuress*, sailing with the fleet from Victoria to Vancouver. Later, Red Shannon, *Eagle*'s Sailmaster, arranged for me to sail from San Francisco to Long Beach. The magic continued through routine maintenance, regular watches...and moonlit sails. My berth was in Sick Bay but *Eagle* never made me sick. In '83, transiting to the shipyard in Baltimore with ASTA trainees under Capt. Marty Moynihan, we helped end-for-end some lines, thus, my souvenir *Eagle*-eyesplice. In '87, Capt. Ernie Cummings invited GSUSA to select two Girl Scouts to sail to and from Tall Ships Australia '88. I sailed to Lord Howe Island after the Sydney parade! For the 1990 ASTA Conference in New London, Capt. Dave Wood's invitation to a day sail on *Eagle* brought 50 (a record number?) of licensed captains' to sail together on this special ship! When *Eagle* participated in the TALL SHIPS CHALLENGE® Pacific Coast 2008 series they cooperated with Tall Ships America members like LAMI to arrange for our

crews to sail with them. Another LAMI volunteer and I joined the leg from San Diego, across the Equator, to the Galapagos Islands, and back through the Panama Canal. We became rare "Shellbacks" by sailing across on a 295-foot tall ship with square sails! Beyond all that, I feel blessed to be part of the "cool"laboration between the Coast Guard and Tall Ships America. The leadership of *Eagle*'s captains is key to our common mission of safety and stewardship.



**Elissa:** On a day sail out of Galveston on *Elissa*, I went aloft to the topsail yard. While we were waiting for the next command, I asked the crew next to me how they got started sailing tall ships. Muriel replied that she'd read my article about sail training in *Cruising World* magazine! Hugs followed later, safe on deck.

**Endeavour:** Day sail with Captain Chris Blake when she was in New York, on her way around the world in 1990. Capt. Cook's voyage on the original *Endeavour* reminds me why our US Space Shuttle *Endeavour* is named after her! And why, over 200 years later, US astronauts are training for space through sail training on *Elissa* in Galveston! See the article *To Boldly Go...* in Sea History magazine, Fall 2017!

**Europa:** In Antarctica with an Angel-beam! I took this photo with my film camera from the shore boat on our way to explore some tidepools on January 18, 2003. Since that was the anniversary of the day my mother died, I believe the light-from-above is an amazing angel-beam from my mother, Grace! I carry her picture in my wallet every day.

Shipmates from *Europa* had invited me to join this Antarctica Voyage so I could write an article for Sail Tall Ships! I remember being conservative with the twenty-one rolls of film I brought with me, planning one roll for each day of the voyage. Time went by quickly, and so did the film. I signed up for the 4-8 watch, expecting to catch plenty of sunrises and sunsets. I soon realized that sunlight lasts almost 24-hours that far south in the summer.

With stormy sea scenes from Irving Johnson's *Around Cape Horn* dancing in my head, I was anxious about crossing Drake's Passage. Still, I was reassured by how he signed my copy of his book, *PEKING Battles Cape Horn*. Irving wrote, "To Nancy Richardson, who would have loved this voyage." So I was relieved that we had fine weather the whole time on *Europa*, even as we passed Cape Horn to the west on our return to Ushuaia.





**Exy Johnson:** Sailing countless times on the twin brigantines, I loved hearing "Captain Mom" challenge kids with TopSail's #1 rule: If you can't treat everyone as if they're your best friend, we'll give you acting lessons. Indeed, on the ship, we really need everyone to pull together to raise the sails to get anywhere and they get it after they realize it takes teamwork to succeed in life too. Lessons learned by Girl Scouts on their Tall Ships Adventures on the twin brigantines are the same as those I wrote about in my logbook in 1958:

Quote: *"If you think you're doing more than your share, you're probably just about doing enough."* Capt. Irving Johnson

**Godspeed:** Sailed *Godspeed* on a day off from USCG Reserve Boatswains Mate training in Yorktown. What a contrast to the 41' Search and Rescue boats we were operating in close quarters and at high speed! (BTW, I was the only woman in the class...and already had my 50ton-inland USCG Operators License from being a Mariner skipper in SF Bay.)



**Hinemoana:** Day sail in San Pedro Bay with Hawaiian navigators. Six Polynesian vakas visited LA at the same time as *Pallada*, the Russian ship from Vladivostok. Coincidental reminders of the wisdom of ancient navigators and today's electronics.

**Irving Johnson:** Sailing countless times with Captain Jim Gladson whose wise ways of turning reluctant kids, who say they've never seen the ocean, into curious sailor-problem solvers. What a reality check when one is trusted with the helm on the largest unexplored wilderness on the planet! When LAMI

hosted the *Yankee-Mariner* Reunion years ago, it was rewarding to share success stories with such experienced ocean sailors. Remembering Captain Irving's advice to 'pay attention to detail'. Brigantine *Irving Johnson's* longest voyage was to Hawaii with a college group. I helped sail during a week in the islands with *Yankee* alumni, a fun time with Robert Johnson, their son aboard.

**Kaliakra:** Sailing Bulgaria's national ship with merchant marine trainees and international crew in the Historical Seas Tall Ships Regatta in 2010 was a dream-come-true. It was STI's first event in the Aegean Sea and Black Sea, with grand welcomes in Greece; Istanbul; and Varna, Bulgaria. I first met *Kaliakra's* Bulgarian officers at an International Sail Training Association conference, then toured their ship in Boston years later. Now, we're friends on Facebook, and a couple of us enjoyed getting together at Rendezvous Quebec 2017.

**Lady Washington:** Day sails during her visits to Pacific ports. Captain Les Bolton was known for cultivating relationships with Native American and First Nations canoe cultures; and Polynesian navigators. A model that *San Salvador* is building on in California.

**Lavengro:** Day sail with Kitty, my former art student, a dreamer and doer with the Burrowes Island Lighthouse, the NW Schooner Society, and getting National Historic Landmark designation for Schooner *Zodiac*, among other things.

**Lettie G. Howard:** I sailed in NY Harbor with shiploads of Girl Scouts, sometimes with Captain Dan Moreland while he was in NY restoring *Picton Castle*. Now I love seeing her on Facebook with Aaron Singh's students at NY Harbor School!



**Lord Nelson:** Jubilee Sailing Trust's ships, *Lord Nelson* and *Tenacious* are designed for those with physical disabilities and able-bodied people. Sailing together develops a culture where everyone does everything to the best of his/her ability. No 'dissing'. I found that culture life-changing, and I wish the whole world would work that way. With assisted climbing, I went up with two shipmates: one who is totally blind and uses crutches because she has only one leg; the other who is challenged by cerebral palsy. Their courage inspired me not to quit half-way up. Since our voyage, I've visited shipmates in England and Scotland, and four Australians have visited me here in LA, making our wide world a smaller world.



- Center- CHRISTIAN RADICH - The Christian Radich Sail Training Foundation, Oslo, Norway  
 12- LORD NELSON - Jubilee Sailing Trust, UK  
 1- TENACIOUS - Jubilee Sailing Trust, UK  
 2- HM Bark ENDEAVOUR - Australian National Maritime Museum, Sydney, Australia  
 4- SWIFT OF IPSWICH - LA Maritime Institute, CA  
 6- KALIAKRA - Bulgarian Maritime Training Centre, Varna, Bulgaria.  
 6- SEA CLOUD - Sea Cloud Cruises  
 8- SPIRIT OF DANA POINT - Ocean Institute, Dana Point, CA  
 9- CLEARWATER - Hudson River Sloop, Beacon, NY  
 10- ELISSA - Texas Seaport Museum, Galveston, TX

**Pride of Baltimore/Pride of Baltimore II:** *Pride* offered special dockside tours during the first National Maritime Heritage conference in Baltimore. When the group with Irving Johnson came into the captain's cabin, Melbourne Smith, master shipwright, quietly thanked Irving for inspiring him to build ships with heritage like *Pride*'s. Losing *Pride* and sailor's lives to a storm was tragic...building and sailing *Pride II* is a triumph.

**San Salvador:** Sailed this ship like Cabrillo's, exploring the same ocean 450 years later. With Captain Sir Dr. Ray Ashley in command, he's in his element, a dreamer and doer with the fleet of ships at the Maritime Museum of San Diego, working to make historic ships eligible for designation as UNESCO World Heritage sites.

**Sea Cloud:** At 360-feet, she's the largest ship on my list. And sailing her TransAtlantic, non-stop from the Canary Islands to Martinique, was my longest distance voyage. Exy and Irving Johnson invited me to sail with a group of their friends, and bring updates on tall ships and the ASTA directory. We were all treated like royalty, especially Irving, who scampered aloft before anyone could catch him. After the German Captain got to know us, he asked about getting more American crew. So, Ernestine Bennett used the ship's radio to call her crew from Schooner *Adventuress* to fly from Seattle to meet us in Martinique. Three young men from the 'A' joined as crew there, thus starting a tradition of American officers and crew on *Sea Cloud*!



### The Sail Training Experience

**Soren Larsen:** Friendly, fun transit of Panama Canal in the late '80's; explored remote islands of Vanuatu in the 90's; sailed from Auckland to Gisborne for the awesome Dawn of 2000. We went ashore for a concert on the beach. *Soren Larsen* and *Spirit of New Zealand* anchored out, Maori canoes rowed in as the sun rose...interfaith choirs celebrated the dawn.

**Swift of Ipswich:** My most memorable sail on *Swift* was with Exy Johnson at the helm! Exy was in San Pedro to launch LAMI's twin brigantines. *Swift* has been a favorite for generations. After many years of sail training with youth in Southern California, she is being restored by LAMI.

**Tabor Boy: #1 in 1957,** my first ship was *Tabor Boy* with my GS Mariner Ship (troop) with Capt. George Glaser. We sailed from Marion, MA, to Block Island, Martha's Vineyard, Provincetown, Plymouth (toured *Mayflower II* at anchor), and back through the Cape Cod Canal. Reading my old log book sounds like not much has changed. I wrote that I was impressed by the 'cute boys and nice men on the crew'... and 'got seasick from being on bow watch, then I took the helm and was all right for the rest of the day.' I loved going ashore, renting bikes, getting ice cream, and laughing with my friends! 'June Cruise' had been an annual tradition for my GS Mariner Ship since 1936. We worked all year to qualify by learning knots and nautical skills, adding up volunteer service hours, and earning the money to go (\$75 in 1957.)

**Tenacious:** After attending the STI conference in A Coruña, Spain, I joined *Tenacious*, to sail south to Cadiz, Spain. On the last night, snugly dockside, we were enjoying dinner together below. Suddenly, from above, there was a shocking crash of thunder and flash of lightning. The main mast had been struck! Luckily, there was no fire and minimal damage... So, when people ask me 'What was your scariest memory?' I can answer, 'Being struck by lightning!' But we weren't under sail or on a stormy sea. Thankfully, I've never felt I was in danger on rough seas in fierce winds. Happily, I get those thrills as an armchair sailor through Irving Johnson's classic film *'Around Cape Horn'*!

**Yankee:** Although Brigantine *Yankee* is near the end of this ship list, she was my inspiration when I first dreamed of sailing tall ships. I was too young for any of the Johnson's world voyages but finally sailed *Yankee* with my troop on June Cruise, 1958. (See *Sea Cloud* for my sail with Irving and Exy.) I've helped shipmates plan YANKEE-Mariner Reunions at National Geographic in Washington DC in 1976; Maine, Mystic Seaport and LA Maritime Institute.



Brigantine *Yankee* on the cover of National Geographic, December 1959 (for years, this cover was reproduced millions of times on their membership mailers.) LAMI's Twin Brigantines, *Irving Johnson* and *Exy Johnson* on the cover of *Sail Tall Ships!* 2015. And the cover of the first ASTA Directory of Sail Training Ships and Programs, 1980. As Ship Lists go, in 1958, *Yankee* was the second ship I ever sailed...by the 1980 directory, I had sailed 22 of the 50 ships I included in this first edition of the ASTA directory; and 49 of the 147 ships in the 2015 edition of *Sail Tall Ships!* Lots of ships left to sail!



**Zodiac:** Here's how I actually sailed from A to Z: Years ago, I sailed *Adventuress* from Seattle to Victoria for a Tall Ships® event. Then joined *Zodiac* there, and sailed to Bellingham with Capt. Karl Mehrer and his son, now Capt. Tim Mehrer. Now, Tim's son, Calen is a captain too! BTW, Karl was First Mate on *Adventuress* when I first sailed her in 1972...later, Tim was a deckhand on the 'A' and was crew on *Sea Cloud* in the 80's... If we multiply the generations of sailors on the 101 ships I've sailed countless times...there must be millions of 'shipmates' growing through the global tall ship family at sea and ashore!



### Seas I've Sailed

This is a tattoo of my 'ship' that I 'sailed' in the Arctic Ocean, completing my claim to have sailed the 'seven seas' (or ocean basins named in the context of the Ocean Literacy Principle #1: 'The Earth has one big ocean with many features').

**South Atlantic:** *Europa* out of Ushuaia, Argentina to Antarctica.

**North Atlantic:** Countless sails on many different ships from the USA, Canada, and Europe.

**Southern Ocean:** *Europa* in Antarctica; *Lord Nelson* to Adelaide, Australia

**Indian Ocean:** *Lord Nelson* out of Fremantle, Australia.

**South Pacific:** *Soren Larsen* in New Zealand and around Vanuatu; and USCG *Eagle* from Sydney to Lord Howe Island, and San Diego to Panama via the Galapagos Islands.

**North Pacific:** countless sails on many different ships from California and Washington.

**Arctic Ocean:** Brigantine *Tattoo* out of Barrow, Alaska...waded up to the waterline on my tattoo



What does 'You don't have to be big to be tall' mean?

To me, it's a matter of size and spirit for a sailing vessel to be a "tall ship."

Tall Ships® events attract millions to see and catch the spirit of sailing a tall ship.

They say, in port, a person is overwhelmed by the immense scale of a tall ship, yet both are dwarfed in the seas beyond the horizon.

For me, sailing out of sight of land brings the forth the feeling 'thy sea is so great and my ship is so small'... a most awe inspiring, humbling experience. To be a shipmate demands courage and confidence to be dependent, independent and interdependent at the same time!

According to the Sail Training International Racing Rules, 'Vessels taking part in The Tall Ships Races are all rated. This allows them to race together regardless of size or rig.' (To race, 'the water line length must be at least 30 feet and at least 50 percent of all those on board must be aged 15-25.')

Not in a race, Irving Johnson said he 'learned to lean forward into life' in his voyage around Cape Horn. And I consider all the ships (and shipmates) on my list are 'tall'!

*Having sailed 101 tall ships so far, now what?*

I intend to keep following this advice:

*"Twenty years from now you'll be more disappointed by the things you didn't do than by the ones you did...So throw off the bow lines. Sail away from safe harbor. Catch the trade winds in your sails. EXPLORE. DREAM. DISCOVER."*

(quote attributed to Mark Twain.)

Whatever ships or seas you sail, whatever  
harbors you're in or shores you're on...  
remember, we're all shipmates!





Nancy Richardson(left) receives the Lifetime Achievement Award from Tall Ships America at the Annual Conference on Sail Training and Tall Ships in San Diego - February, 2014.

Nancy is known for connecting youth, tall ships, sail training, and marine education. She has been an art teacher, department chair, and dean of students in public and private high schools.

She joined the National staff of Girl Scouts of the USA in 1977 as Marine Education Program Director. After 23 years she retired as a member of the National Pluralism and Adult Development Team. Having been inspired by sailing tall ships as a Girl Scout Mariner in high school she continues to highlight her life with tall ship adventures with youth, especially Girl Scouts.

She continues to serve as a volunteer:

- ~Tall Ships America (ASTA)- Sail Training and Education Committee, Commodores Council (past ASTA Co-Chair, Board member (retired), Lifetime Achievement Award recipient
- ~Los Angeles Maritime Institute TopSail Youth Program, Council of Advisors
- ~Girl Scouts of Greater Los Angeles, GS Tall Ship Adventures team
- ~US Sailing Association, Training Committee, Larr Award recipient
- ~National Marine Educators Association, founding board member(ret.), Ocean Literacy Committee
- ~National Maritime Historical Society, National Advisory Board
- ~Sail Training International, Janka Bielak Medal recipient

Degrees/Licenses:

- ~Penn State University, B.S. in Art Education; and Stanford University, M.A. in Art
- ~California Lifetime Credential in Art and English
- ~US Coast Guard; former Bosuns Mate, USCG Reserve; USCG license (50 ton-Inland)

Publications/Projects include:

ASTA Guidelines for Education Under Sail; Sail Tall Ships! A Directory of Adventure and Education Under Sail; Tall Ships® Reflections -Student Art Expo; Girl Scout Gift of Water Service Projects; Girl Scout AMISTAD FriendShip Ambassadors; Wildlife and Windjammers; Tall Ships® Los Angeles; etc.





Students practicing furling a sail



## About Sail Training



"For some, sail training offers first time successes. For others, it is a much needed refresher course in life when we find ourselves, for instance, knocking hats off passerby's or staring too long at funeral processions -- which Herman Melville describes as "high time to get to sea" in Moby Dick. For all, sail training offers an absolutely unique experience."





## Take Responsibility For Your Adventure!

One of the most important products of sail training is the development of a sense of judgment about what and whom you can rely on, and to what degree. This applies to the compass, the weather forecast, your shipmates, the depths on the chart, the strength of the anchor cable, the vigilance of the lookout on the other ship, and many other things. Sail training also builds a reasoned sense of self-reliance. All of this starts from the moment you begin to think about a voyage. Use the information in this directory to begin to evaluate and decide what will be the best sail training experience for you.

When you sign up for a sail training trip, you are dealing with the vessel owner or its representatives — Tall Ships America is not involved. You must evaluate whether the financial and business arrangements make sense for you. If there is connecting travel involved, for example, find out if you must make the arrangements, or if it is somehow tied into those you make with the vessel. What happens if you miss your ship because your plane is delayed, or vice versa? Do you need trip insurance? Have you confirmed with the vessel owner any possible customs or immigration issues? Will you need a passport, a visa, a pre-purchased return air ticket, or any special vaccinations? You must seek out the answers to these questions.

Make informed, responsible decisions about risk and safety, level of challenge, physical suitability and other important issues. One of the important reasons to embark on a sail training trip is to engage the world in a different, stimulating, and challenging way - if you want to stay warm and dry, you should stay at home by the fireplace. Much of the point is to come face-to-face with the ocean world as only a sailor can. At the very least, this probably means that you will find yourself wet, chilled, or tired at some point in a challenging voyage. Everyone's threshold for this is different, and you need to understand what you are likely to be experiencing in order to decide if it is well matched for you.

Since the beginning of time, going to sea has been recognized as carrying an element of inherent risk. These days, we more commonly think about risk in connection with highway travel or aviation, but the idea is the same: you get a pre-flight safety brief on an airliner, you get a lifeboat drill on a cruise ship, and you will receive safety training as part of your sail training experience. Part of the value of sail training is addressing these issues head on, and in facing challenges and overcoming them. You need to decide whether you are comfortable with the combination of risks and safety measures connected with your proposed sail training trip.



For example, will you be able to go aloft? Will trips in smaller craft be involved? Will you be expected to stand watch at night? Do the demands of the ship match your physical fitness and health circumstances? Are you on medication that will (or may) become necessary during the voyage, or do you have a condition (for example, hemophilia or epilepsy) that may require special access to medical attention; if so, is the vessel operator aware of this? Will you be able to get up and down the ladders, in and out of your berth, and be able to move safely along a rolling deck? If there is an emergency, will you be needed to handle safety equipment or to help operate the vessel?

Remember that sail training is often organized like an expedition into the ocean wilderness, not a laid back vacation. Some programs, on the other hand, offer leisurely voyages, where very little will be asked of you. You should arrive at a clear understanding of these issues prior to setting sail. The difference is vast, and you need to know what you are signing up for.

In short, you must satisfy yourself that the trip you are looking into is the right thing for you to do, considering safety, risk, suitability, challenge, comfort, convenience, educational value, cost, and any other factors you consider important.

Does Tall Ships America have a hand in any of this? In a word—no! Tall Ships America is your “bulletin board” to introduce you to opportunities. However, Tall Ships America does not operate any vessels, and has no ability or authority to inspect, approve, or even recommend vessels or programs because programs are constantly evolving and changing.

Tall Ships America is a nonprofit organization with a limited staff. It serves as a forum for the sail training community, but it has no authority over what programs are offered, or how vessels are operated. The information in this directory is supplied by the vessel operators, and Tall Ships America can not possibly verify all the information, nor visit all the ships in order to evaluate programs. For these reasons, you must take the information in this directory as a starting point only, subject to change and correction, and proceed directly with the vessel operator. Tall Ships America is not an agent or business partner for the vessel operators, and is not a travel agent.

Tall Ships America believes in the value of sail training as a concept, but remember, from the moment you step beyond looking at this book, the decision and the resulting experiences rest with you.



## Choosing A Sail Training Program

There are as many sail training programs as there are ships, and choosing the right one depends a great deal on your personal needs and desires. Sail training differs from going on a cruise ship, in that you are expected to take part in the running of the ship by handling sails and lines and standing watch, as well as working in the galley or performing routine cleaning or maintenance duties. To what degree depends on the sail training program you select.

Do you want a program that specializes in marine biology or adventure travel? Would you like to ship out for a day, a week, a school semester - or, for as long as it takes to circumnavigate the world? Are you interested in maritime history? In celestial navigation? Whales? Do you want the unique challenge of climbing aloft in a square-rigger? A race across the Atlantic? Maine lobster dinners aboard classic windjammers? Exotic ports of call? Will you be bringing your wheelchair? Would you like to receive academic credit?

The answers to the above questions provide a profile for just some of the options available to you. As to what sail training programs require of you - beyond an eager willingness to get the most out of your voyage - the requirements are few:

### SAFETY FIRST!

Take a close look at the vessel's credentials. In the US, check to see if the vessel operates under United States Coast Guard regulations. Does the vessel currently hold a USCG-issued Certificate of Inspection (see "Regulations for Vessels") or comparable certification from the authorities of the country in which it is registered? If it is a non-US vessel you should ensure that the vessel operates in accordance with the maritime safety rules of that country. In most cases this is supervised by a government agency similar to the US Coast Guard.

Talk to the program provider! Ask questions! Read the organization or company's literature, check out their website and, most importantly, visit the ship if you can. Get a sense of the professionalism of the operation and the quality of its program. Find out about the experience level of the captain and officers. How long have they served the ship you are looking into? If you will be joining the vessel in a distant port, or if it does not hold a USCG Certificate of Inspection, be especially diligent in your research. Ask the program operator for the names of past trainees or clients and give them a call and ask about their experience. The diverse range of sail training opportunities featured in this book provides you with a great variety of options.



## EXPERIENCE

With some exceptions, no prior sailing experience is required of trainees. Trainees are encouraged to develop a comfort level for living and working in and around the water; however, many programs have no formal swimming requirements. Some programs accept non-paying volunteers as crewmembers, but may require some previous experience in similar vessels or a long-term commitment—or both. Paid crew positions typically require a license or mariner's credential. "Able-bodied Seaman" papers document a minimum of 180 days spent underway and successfully passing an exam administered by the US Coast Guard. Higher level licenses are awarded to crew based on additional time underway, the tonnage of vessels served in, waters sailed, considerable technical training, and additional testing.

## AGE

Most voyages are planned with a specific age-range in mind. This varies from program to program, but many sail training programs start accepting unaccompanied trainees from the age of 13 (seventh grade). Ask what the composition of the ship's complement will be and, if you plan to send a young person on an extended voyage, what the in-port supervisory arrangements will be. Day sails and dockside education programs are readily available for elementary school students and overnight trips can be arranged for older school groups as well. There are a tremendous variety of adventure programs for adults of all ages, including voyages for seniors.

## ACADEMIC CREDIT

Some vessels are tied directly to academic institutions that grant credit to trainees who successfully complete the program as part of a course of study. Some educational institutions will also grant credit for on-board independent study.

## CO-EDUCATION

Many sail training vessels in the US sail with both male and female professional crew, and their programs are typically co-ed. Other programs are designed specifically as single-gender experiences, sometimes in conjunction with the Girl Scouts or Boy Scouts, or with a single-gender school or affiliated program.

## COST

Prices vary considerably depending on the nature and the duration of the program and the type of vessel. Some vessels have limited financial assistance available, and some trainees, Scouting groups, school groups, and individuals have successfully sought private, business, and/or community support. Check with the sail training program you are interested in to see what opportunities

may be available. Tall Ships America offers sail training scholarships and criteria and applications can be found on the Tall Ships America website ([www.tallshipsamerica.org](http://www.tallshipsamerica.org)), or by calling the Tall Ships America office.

#### DEFINITION OF PROGRAM TYPES, AS USED IN THIS DIRECTORY

**Dockside interpretation:** The vessel does not get underway. Programs are delivered while the vessel remains moored.

**Public/passenger daysails:** The vessel sails for all or part of a day but not overnight.

**Overnight voyages:** The vessel sails around the clock, with crew and participants rotating in shifts called "watches". Sleeping accommodations and meals are provided.

**Private charters:** The vessel may be hired for excursions, business entertainment, private parties, weddings, etc.

**Sail training:** The primary purpose of sail training voyages or daysails is to provide participants with hands-on experience in sailing the ship and learning arts and skills of seafaring.

- Programs for professional crew are designed to enhance professional qualifications.
- Programs for paying trainees require trainees to pay a program fee or tuition.
- Programs for volunteer crew/trainees are designed to train volunteer crewmembers.

**Sea education:** A core purpose of sea education voyages or daysails is to provide academic instruction in maritime subjects. Sea education programs usually incorporate sail training elements in addition to academics.

- Fully accredited programs grant academic credit for successful completion of the program.
- In cooperation with accredited institutions (schools, colleges) programs are offered through an explicit collaboration with an accredited academic institution.
- In cooperation with other organized groups (Scouts, etc.) programs are offered through an explicit collaboration with a non-academic organization.
- In-house programs in such topics as marine science, maritime history, ocean ecology, navigation, seamanship, etc. are offered in many vessels, whether or not they have a relationship with an accredited institution.





## Regulation of US Sailing Vessels

Virtually all vessels are subject to some form of regulation by the national maritime authority of their “flag state” - the country in which they are registered. In the United States, these regulations are written and enforced by the United States Coast Guard, pursuant to laws enacted by Congress. Under the Safety of Life at Sea (SOLAS) Convention, administered by the International Maritime Organization (IMO), vessels of any nation signatory to the convention and over a certain size, or carrying more than 12 passengers and operating internationally, must also comply with the requirements of the Convention with regard to construction, safety equipment, manning, crew training, etc. Compliance is documented in a “SOLAS Certificate” issued by the ship’s national maritime authority.

US-registered vessels listed in this directory will generally fall into one of the following categories (defined in the Code of Federal regulations Title 46):

- Sailing School Vessel (Subchapter R)
- Uninspected Passenger Vessel (Subchapter C)
- Small Passenger Vessel (Subchapter T)
- Moored Attraction Vessel (a restricted, dockside-only type of passenger vessel).

For each category of inspected vessel there is a comprehensive set of regulatory requirements governing construction and arrangement, watertight integrity and stability, lifesaving and firefighting equipment, machinery and electrical systems, vessel control and equipment, and operations.

With the exception of Uninspected Vessels, all categories of US-registered vessel are subject to Coast Guard inspection on an annual basis and at regular intervals when hauled at drydock. Upon satisfactory completion of the inspection, a Certificate of Inspection (COI) is issued, and must be permanently displayed on board the vessel. The COI spells out what waters the vessel may operate in (its authorized route), how many passengers or sailing school students may be carried, how many crew must be carried and what qualifications the master and crew must have, the requirement for and location of lifesaving and firefighting equipment, when the next drydock exam is required, and so forth. The type of COI to be issued to inspected vessels is determined by both the size and construction of the vessel and the operating intentions of the operator. Some vessels carry dual certification (for example: Small Passenger Vessel and Sailing School Vessel).

The Coast Guard also prescribes the qualifications for the officers and crew of inspected vessels, and requires both that they have certain minimum levels of experience and training, and that they be examined and issued licenses or documents before they can lawfully serve on board. The following page gives a brief description of the various types of certifications governing the operation of US-flagged vessels.

**Sailing School Vessels, or “SSVs” (Subchapter R):** An SSV is a vessel of less than 500 gross tons, carrying six or more sailing school students or instructors, principally propelled by sail, and operated by a nonprofit educational organization exclusively for the purpose of sailing instruction. The SSV regulations take into account that the participants are not passengers but instead will be involved in educational activities or in the operation of the vessel. SSVs are required to meet full certification criteria with regard to the vessel's design, construction, layout, stability, and systems, and are subject to regular USCG inspection of the ship, all onboard equipment, and operations. Licensed Captains are required and minimum crew requirements are specified by the USCG. Routes and service areas are specified.

Passenger Vessels are certified according to size and number of passengers carried. As distinct from SSVs, the regulations for Passenger Vessels do not contemplate that participants are actively engaged in the vessel's operation, though they may be.

**Uninspected Vessels or “UPVs” (Subchapter C):** UPVs are not required to be inspected by the Coast Guard but they must comply with minimal federal standards for safety, navigation, pollution prevention.

UPVs under 100 gross tons are allowed to carry up to 6 passengers. Licensed Captains are required, as are minimum life preservers/lifesaving and fire extinguishing equipment. Minimum crew requirements are not specified by the USCG.

UPVs of 100 gross tons or greater are allowed to carry up to 12 passengers. Licensed Captains are required, as are minimum life preservers/lifesaving and fire extinguishing equipment.

UPVs of 200 gross tons or greater are allowed to carry up to 12 passengers. Crew are required to hold merchant mariners documents, 50% of which must be rated at least Able Seaman, and be manned similarly to vessels inspected under Subchapter T. A voyage plan must be communicated ashore for Great Lakes, Oceans or International Voyages.



**Small Passenger Vessels, or “SPVs” (Subchapter T):** Small passenger vessels regulated under Subchapter T are less than 100 gross tons and carry more than 6 but not more than 150 passengers, or have overnight accommodations for 49 or less passengers. SPVs are required to meet full certification criteria with regard to the vessel's design, construction, layout, stability, and systems, and are subject to regular USCG inspection of the ship, all onboard equipment, and operations. Licensed Captains are required and minimum crew requirements are specified by the USCG. Routes and service areas are specified.

**Moored Passenger/Attraction Vessels:** Attraction Vessels are put on public display or used as a platform for a public exhibit, and carry passengers only while moored to a dock. By charging admission or accepting donations or other valuable consideration, Attraction Vessels are subject to US inspection laws as passenger or small passenger vessels and an Attraction Vessel COI is required whenever a vessel is open to public boarding or conducts dockside programs. The vessel may or may not be concurrently certified for underway passenger operation under one or more of the above subchapters but the Attraction Vessel COI certifies its safety for dockside programs and visitation only.

**Non-US Flag Vessels:** These vessels are subject to inspection regulations established by the country in which they are registered.

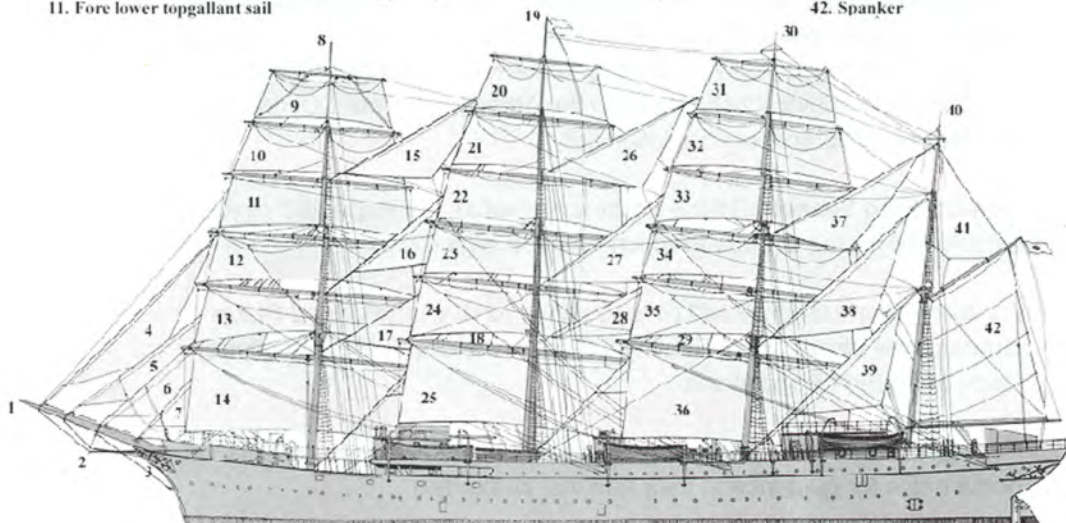
For more information about US regulations, contact the United States Coast Guard or the Government Printing Office for the above listed sections of the Code of Federal Regulations.

For inspection criteria pertaining to non-US flag vessels, contact the vessel's home office for guidance to their national authorities.



# Ship Rigging Identification

- |                                |                                |                                |                                  |
|--------------------------------|--------------------------------|--------------------------------|----------------------------------|
| 1. Bowsprit                    | 12. Fore upper topsail         | 22. Main lower topgallant sail | 32. Mizzen upper topgallant sail |
| 2. Martingale                  | 13. Fore lower topsail         | 23. Main upper topsail         | 33. Mizzen lower topgallant sail |
| 3. Figurehead                  | 14. Foresail, Fore course      | 24. Main lower topsail         | 34. Mizzen upper topsail         |
| 4. Flying Jib                  | 15. Main royal staysail        | 25. Mainsail, Main course      | 35. Mizzen lower topsail         |
| 5. Outer jib                   | 16. Main topgallant staysail   | 26. Mizzen royal staysail      | 36. Crossjack, Mizzen course     |
| 6. Inner jib                   | 17. Main middle staysail       | 27. Mizzen topgallant staysail | 37. Jigger topgallant staysail   |
| 7. Fore topmast staysail       | 18. Main topmast staysail      | 28. Mizzen middle staysail     | 38. Jigger topmast staysail      |
| 8. Foremast                    | 19. Mainmast                   | 29. Mizzen topmast staysail    | 39. Jigger staysail              |
| 9. Fore royal                  | 20. Main royal                 | 30. Mizzen mast                | 40. Jigger mast                  |
| 10. Fore upper topgallant sail | 21. Main upper topgallant sail | 31. Mizzen royal               | 41. Gaff topsail                 |
| 11. Fore lower topgallant sail |                                |                                | 42. Spanker                      |







## Specification Definitions

**Sparred length** - The length between the extremities of any spars that overhang the bow or the stern of a vessel, such as a bowsprit or a boomkin.

**LOA** - Length overall. The length between the forwardmost and the aftermost points on the hull of a vessel.

**LOD** - Length on deck. The length between the forwardmost and the aftermost points on a specified deck measured along the deck, excluding sheer.

**SHEER** - The fore-and-aft curvature of a vessel's main deck from bow to stern.

**LWL** - Length on the waterline. The length between the forwardmost and the aftermost points on a vessel's waterline.

**DRAFT** - The depth of water required to float a vessel.

**BEAM** - Width of a vessel at its widest part.

**RIG HEIGHT** - Maximum height of rig above waterline.

**FREEBOARD** - The vertical distance from the waterline to the freeboard deck, usually measured amidships.

**FREEBOARD DECK** - The uppermost deck that is designed to be watertight.

**GRT** - Gross registered tonnage. The volume, expressed in units of 100 cubic feet to the ton, of a vessel's total enclosed spaces below the weather deck and enclosed spaces above the deck including the bridge and accommodations.



## What Is A Tall Ship?



**Full-Rigged Ship**

A tall ship is not a strictly defined type of sailing vessel. Most of us use the term to mean a large traditionally rigged sailing vessel, whether or not it is technically a "ship". The United States Coast Guard's training ship *Eagle*, for example, is technically a "barque". A tall ship can also be a schooner, ketch, sloop, brigantine, barquentine, or a full-rigged ship depending on the number of masts and the cut of the sails.

For the purposes of classification and race rating, Tall Ships America adheres to the descriptions found in the Racing and Sailing Rules and Special Regulations established by Sail Training International.

### CLASS A

All square-rigged vessels and all other vessels over 40m (131 feet) length overall (LOA)

### CLASS B

Traditionally-rigged vessels with a LOA of less than 40m (131 feet) and with a waterline length (LWL) of at least 9.14m (30 feet).

### CLASS C

Modern-rigged vessels with a LOA of less than 40m (131 feet) and with a LWL of at least 9.14m (30 feet), not carrying spinnaker-like sails.

### CLASS D

Modern-rigged vessels with a LOA of less than 40m (131 feet) and with a LWL of at least 9.14m (30 feet), carrying spinnaker-like sails.





## Ship Shapes

Sail training vessels are as varied as the programs operated onboard them. Below are examples of the different rig configurations used by Tall Ships America's Member Vessels.



Two-Masted Schooner



Topsail Schooner



Three-Masted Schooner



Brigantine



Brig



Barquentine



Barque



## How To Use This Directory

This book is intended to help you find the right sail training program for you. Vessels and programs are listed in alphabetical order in the "Tall Ships America Member Vessels" chapter and there are geographic and other helpful indexes in the back of the book.

Some key features to look for and understand as you review each vessel's listing are circled and numbered on the facing page. Below are brief descriptions for each of these and where to turn in this Directory for more complete information.

**① Flag:** This tells you whether a vessel is subject to shipping laws of the United States or subject to the laws of another country. See "Regulation of US Sailing Vessels" (pg. 189) for more about foreign-flagged ships.

**② Certification:** This tells you the vessel's official inspection status. There are several relevant categories of vessel inspection with critical differences in criteria and requirements. See "Regulation of US Sailing Vessels" (pg. 189) for summary definitions of inspection categories.

**③ Tonnage:** Tonnage is an official measurement of the vessel, roughly related to its size and capacity, and determines what regulatory category applies to that vessel. See "Regulation of US Sailing Vessels" (pg. 189) for some distinctions related to tonnage.

**④ Program Type:** This tells you what kind of program the vessel offers. Many vessels offer several types of programs. See "Choosing a Sail Training Program" (pg. 186) for summary definitions of program types.

**⑤ Contact Information:** This vital information tells you how to get in touch with the vessel or its program managers so that you can fully inform yourself about the programs they offer.

**IMPORTANT NOTE:** Information in the vessel listings is supplied by the member vessels themselves. Tall Ships America strives to ensure that the information presented in this directory is accurate and up to date at the time of publication. However, we cannot independently verify all specifications, comments, or descriptions. Information is subject to change as operators add or subtract programs or make modifications to a vessel or its inspection status.





## ADVENTURESS

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

Sound Experience sails the historic schooner *Adventureess* to educate, inspire, and empower an inclusive community to make a difference for the future of our marine environment. Since her launch in E. Boothbay, Maine, in 1913, the B.B. Crowninshield-designed schooner has traveled the Strait of Magellan and the Bering Sea on an Arctic exploration with naturalist Roy Chapman Andrews; served as a Bar Pilot vessel off of San Francisco; patrolled the west coast during World War II; and trained young sailors in seamanship skills in Seattle with Youth Adventure. *Adventureess* has sailed on the waters of Puget Sound for more than two decades under the stewardship of non-profit Sound Experience, offering hands-on environmental education and leadership development to thousands of young people annually and partnering with youth-serving organizations to reach at-risk kids. Sound Experience offers programs for all ages and backgrounds and takes pride in providing many levels of training opportunities for volunteer and paid crew. *Adventureess* is a National Historic Landmark and is considered to be an icon of environmental sustainability.

### SPECIFICATIONS

Flag: USA	Beam: 21'
Rig: Gaff topsail schooner	Rig height: 110'
Homeport:	Freeboard:
Port Townsend, WA	Sail area: 5,478 sq. ft.
Sparred length: 133'	Tons: 82 GRT
LOD: 101'	Power: 250 HP diesel
LWL: 71'	Hull: wood
Draft: 12'	

### FACTS

**Who sails?** Schools and other groups from elementary through college, individuals and families

**Program type:** Sea education in marine science, maritime history, ecology and adult leadership; passenger day and overnight sails; dockside interpretation during port visits

**Normal cruising waters:** Puget Sound, San Juan Islands

**Season:** March - October

**Designer:** B. B. Crowninshield

**Built:** 1913: East Boothbay, ME, Rice Brothers

**Crew:** 4-5, with an additional 8-10 instructors

**Trainees-passengers:** 45 daysails, 25 overnight

**Contact:** Catherine Collins, Executive Director, Sound Experience, PO Box 1390, Port Townsend, WA 98368 USA

**Tel:** 360-379-0438 **Fax:** 360-379-0439

**E-mail:** mail@soundexp.org

**Website:** www.soundexp.org





## Tall Ships America Member Vessels



Adventure and Education  
Under Sail®



## ADIRONDACK

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

The schooner *Adirondack* is the third of seven schooners to come out of the Scarano Boat Building yard, beginning with the 59-foot schooner *Madeline* and the 61-foot *Woodwind* in 1991, followed by the 105-foot schooner *America* in 1995, and sister ships, *Adirondack II* and *Adirondack III*, launched in 1999 and lastly their newest vessel the *America 2.0*. *Adirondack* combines the virtues of turn-of-the-century schooner yachts with the latest in laminated wood technology. Offering an enviable combination of stability and speed, *Adirondack* fulfills the builder and owner's ambition of providing a quality sail for people of all ages and experience.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 16'
<b>Rig:</b> Gaff schooner	<b>Rig height:</b> 62'
<b>Homeport:</b> New York, NY	<b>Freeboard:</b> 3' 4"
<b>Sparred length:</b> 80'	<b>Sail area:</b> 1,850 square feet
<b>LOA:</b> 65'	<b>Tons:</b> 41 GRT
<b>LOD:</b> 64' 6"	<b>Power:</b> twin 65 HP diesels
<b>LWL:</b> 58'	<b>Hull:</b> wood
<b>Draft:</b> 8'	

### FACTS

**Who sails?** School groups from elementary through college, private and corporate charters, families, and individuals of all ages

**Program type:** Sail training with paying trainees, passenger daysails

**Normal cruising waters:** New York Harbor

**Built:** 1994: Albany, NY, Scarano Boat

**Crew:** 3 **Trainees-passengers:** 49 daysails

**Contact:** Classic Harbor Line, Chelsea Piers, Pier 62, Suite 103, New York, NY 10011 USA

**Tel:** 212-827-1825 **Fax:** 646-349-5963

**E-mail:** info@Sail-NYC.com

**Website:** www.Sail-NYC.com





## ADIRONDACK II

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

The schooner *Adirondack II* was launched in August of 1999. The near-sister ship of the *Adirondack* joins the fleet of schooners known for their performance-oriented design/construction, combined with classic traditional aesthetics. With its wide-open cockpit, *Adirondack II* can comfortably accommodate groups of up to 57 trainees/passengers. While dockside, spacious cockpit doghouses double as serving space for food and beverages or classroom navigation paperwork. *Adirondack II* affirms that modern wood composite construction and 19th century elegance blend seamlessly to the benefit of all.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 16'
<b>Rig:</b> Gaff schooner	<b>Rig height:</b> 62'
<b>Homeport:</b> Newport, RI	<b>Freeboard:</b> 3' 4"
<b>Sparred length:</b> 80'	<b>Sail area:</b> 1,850 square feet
<b>LOA:</b> 65'	<b>Tons:</b> 41 GRT
<b>LOD:</b> 64' 6"	<b>Power:</b> twin 60 HP diesels
<b>LWL:</b> 58'	<b>Hull:</b> wood composite
<b>Draft:</b> 8'	

### FACTS

**Who sails?** Private charters, families, and individuals of all ages  
**Program type:** Sail training with paying trainees, passenger daysails

**Normal cruising waters:** Narragansett Bay

**Built:** 1999: Albany, NY, Scarano Boat

**Crew:** 3 **Trainees-passengers:** 57 daysails

**Contact:** Sailing Excursions, Inc., Bowens Wharf, PO Box 1155, Newport, RI 02840 USA

**Tel:** 401-862-8441; 401-847-0000 **Fax:** 518-463-3403

**E-mail:** [info@Sail-Newport.com](mailto:info@Sail-Newport.com)

**Website:** [www.Sail-Newport.com](http://www.Sail-Newport.com)



## ADIRONDACK III

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The schooner *Adirondack III* was launched in 1997. She is the sixth of a series of schooners designed and built by Scarano Boat in the 1990s. Although dimensionally very similar to the other vessels, she has an interior layout more suitable for sail training and can accommodate up to 41 trainees and crew for extended sailing adventures.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 16'
<b>Rig:</b> Gaff schooner	<b>Rig height:</b> 62'
<b>Homeport:</b> New York, NY	<b>Freeboard:</b> 3' 4"
<b>Sparred length:</b> 80'	<b>Sail area:</b> 1,850 square feet
<b>LOA:</b> 65'	<b>Tons:</b> 41 GRT
<b>LOD:</b> 64' 6"	<b>Power:</b> twin 55 HP diesels
<b>LWL:</b> 58'	<b>Hull:</b> wood
<b>Draft:</b> 8'	

### FACTS

**Who sails?** School groups from elementary through college, private and corporate charters, families, and individuals of all ages

**Program type:** Sail training with paying trainees, passenger daysails and private charters

**Normal cruising waters:** Boston Harbor

**Built:** 1997; Albany, NY, Scarano Boat Building

**Crew:** 3 **Trainees-passengers:** 41

**Contact:** Classic Harbor Line, 60 Rowes Wharf, Boston MA 02110 USA

**Tel:** 617-951-2460

**E-mail:** [publicsails@boston-sailing.com](mailto:publicsails@boston-sailing.com)

**Website:** [www.boston-sailing.com](http://www.boston-sailing.com)





Photo by Cheryl Briscoe

## ADVENTURE

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

Built in 1926, the schooner *Adventure* is one of the last remaining fishing schooners built in the shipyards of Essex, MA, and was the last dory fishing vessel to operate under the US flag. Now fully restored, *Adventure* sails in her home port of Gloucester and throughout the region, representing and interpreting the traditional fisheries and the maritime history of America's oldest port. Owned and operated by The Gloucester Adventure, Inc., a 501 (c)3 non-profit, the vessel offers educational day programs, many in collaboration with partner organizations in Gloucester and beyond. During her fishing career from 1926 until 1953, *Adventure* became Gloucester's all-time "Highliner" under the command of Captains Jeff Thomas and Leo Hynes. After her fishing days were done, the vessel was saved and put into service among Maine's windjammers, earning the distinction "Queen of the Fleet" in the Penobscot Bay. In 1988 *Adventure* was donated to the City of Gloucester by Captain Jim Sharp, and has been restored to her original configuration.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 24' 6"
<b>Rig:</b> Schooner	<b>Rig height:</b> 85'
<b>Homeport:</b> Gloucester, MA	<b>Sail area:</b> 4,640 square feet
<b>Sparred length:</b> 122'	<b>Tons:</b> 134 GRT
<b>LOD:</b> 120' 6"	<b>Power:</b> 200HP Detroit diesel- single screw
<b>LWL:</b> 107'	<b>Hull:</b> 3" White Oak
<b>Draft:</b> 12'	

### FACTS

**Who sails?** Schools from elementary through college, private and corporate charter groups, families and individuals of all ages.

**Program type:** Living History programs devoted to the cultural and industrial heritage of the region, passenger daysails, private and community charters.

**Normal cruising waters:** New England Coast

**Season:** May to October

**Designer:** Thomas McManus

**Built:** 1926; Essex, Massachusetts

**Crew:** 12 **Trainees-passengers:** 60 daysails, 80 dockside

**Contact:** Captain Stefan Edick, Executive Director, The Gloucester Adventure Inc., PO Box 1306, Gloucester, MA 01931 USA

**Tel:** 978-281-8079 **Fax:** 978-281-2393

**E-mail:** [info@schooner-adventure.org](mailto:info@schooner-adventure.org)

**Website:** [www.schooner-adventure.org](http://www.schooner-adventure.org)





## ADVENTURESS

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

Sound Experience sails the historic schooner *Adventureess* to educate, inspire, and empower an inclusive community that works to improve our marine environment and celebrates our maritime heritage. Since her launch in E. Boothbay, Maine, in 1913, the B.B. Crowninshield-designed schooner has traveled the Strait of Magellan and the Bering Sea on an Arctic exploration with naturalist Roy Chapman Andrews; served as a Bar Pilot vessel off of San Francisco; patrolled the west coast during World War II; and trained young sailors in seamanship skills in Seattle with Youth Adventure. *Adventureess* has sailed on the waters of Puget Sound for more than two decades under the stewardship of non-profit Sound Experience, offering hands-on environmental education and leadership development to thousands of young people annually and partnering with youth-serving organizations to reach at-risk kids. Sound Experience offers programs for all ages and backgrounds and takes pride in providing many levels of training opportunities for volunteer and paid crew. *Adventureess* is a National Historic Landmark and is considered to be an icon of environmental sustainability.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 12'
<b>Rig:</b> Gaff topsail schooner	<b>Beam:</b> 21'
<b>Homeport:</b> Puget Sound, WA	<b>Rig height:</b> 110'
<b>Sparred length:</b> 133'	<b>Sail area:</b> 5,478 square feet
<b>LOD:</b> 101'	<b>Tons:</b> 82 GRT
<b>LWL:</b> 71'	<b>Power:</b> 250 HP diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** Schools and other groups from elementary through college, individuals and families

**Program type:** Sea education in marine science, maritime history, ecology and adult leadership; passenger day and overnight sails; dockside interpretation during port visits

**Normal cruising waters:** Puget Sound, San Juan Islands

**Season:** March - October

**Designer:** B. B. Crowninshield

**Built:** 1913: East Boothbay, ME, Rice Brothers

**Crew:** 4-5, with an additional 8-10 instructors

**Trainees-passengers:** 45 daysails, 25 overnight

**Contact:** Catherine Collins, Executive Director, Sound Experience, PO Box 1390, Port Townsend, WA 98368 USA

**Tel:** 360-379-0438 **Fax:** 360-379-0439

**E-mail:** mail@soundexp.org

**Website:** www.soundexp.org





## A.J. MEERWALD

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The Bayshore Center at Bivalve operates the schooner *A. J. Meerwald*, New Jersey's official tall ship, as an experiential classroom and flagship for the Delaware Bay. This authentically restored, 1928 Delaware Bay oyster schooner sails from her homeport of Bivalve, New Jersey, once known as the oyster capital of the world, and makes annual visits to cities and coastal towns throughout New Jersey, Pennsylvania, Delaware, and occasional special trips into the Chesapeake and the Northeast Atlantic Seaboard. Students range from 4th graders to senior citizens. Subject matter ranges from the history of Delaware Bay oystering to present water quality issues. Inspiring people to take care of the history, the culture and the environment of New Jersey's Bayshore region are the primary goals of all activities on the *A. J. Meerwald*. The Bayshore Center at Bivalve also includes the Delaware Bay Museum and Folklife Center, the Oyster Cracker Café, art gallery and event spaces. BCB also offers shore-based educational and enrichment programming. Members and volunteers are the lifeblood of the organization and are always welcome.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 22' 1"
<b>Rig:</b> Schooner	<b>Rig height:</b> 67' 8"
<b>Homeport:</b> Bivalve, NJ	<b>Freeboard:</b> 3' 6"
<b>Sparred length:</b> 115'	<b>Sail area:</b> 3,560 square feet
<b>LOA:</b> 85'	<b>Tons:</b> 57 GRT
<b>LOD:</b> 81' 7"	<b>Power:</b> 225 HP diesel
<b>LWL:</b> 78' 3"	<b>Hull:</b> wood
<b>Draft:</b> 6'	

### FACTS

**Who sails?** School groups 4th grade through college, private and corporate charters, individuals of all ages

**Program type:** Sail training for professional crew, volunteers, paying trainees; 3-hour educational sails, summer camp, family sails, teacher workshops, overnight programs, team building, theme sails; sea education in marine science, maritime history, ecology, and watershed awareness

**Normal cruising waters:** Delaware Bay, Delaware River, New Jersey Coastal Waters

**Season:** April 1 - November 1

**Designer:** Charles H. Stowman & Sons

**Built:** 1928: Dorchester, NJ, Charles H. Stowman & Sons

**Crew:** 11 **Trainees-passengers:** 41 day sails, 12 overnight

**Contact:** Jamie Warner, Marketing and Development, Bayshore Center at Bivalve, 2800 High Street, Port Norris, NJ 08349 USA

**Tel:** 856-785-2060 **Fax:** 856-785-2893

**E-mail:** [info@bayshorecenter.org](mailto:info@bayshorecenter.org)

**Website:** [www.bayshorecenter.org](http://www.bayshorecenter.org)



## ALABAMA

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The ex-pilot schooner *Alabama* is an authentic example of a typical Gloucester fishing schooner of the early 1900s. She was built for the Mobile Bar Pilot Association in Pensacola, Florida in 1926 and designed by the greatest New England designer of Gloucester schooners, Thomas F. McManus. After a major three-year reconstruction, the summer of 1998 marked her first year sailing the waters of southern New England joining the *Shenandoah* in The Black Dog Tall Ships fleet of Martha's Vineyard. The *Alabama* carries school and youth organizations, passengers of all ages for day and sunset sails and private charter each year from late May through mid October.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 12' 6"
<b>Rig:</b> Gaff schooner	<b>Beam:</b> 21'
<b>Homeport:</b> Vineyard Haven, MA	<b>Rig height:</b> 94'
<b>Sparred length:</b> 126'	<b>Freeboard:</b> 5'
<b>LOA:</b> 90'	<b>Sail area:</b> 5,000 square feet
<b>LOD:</b> 85'	<b>Tons:</b> 85 GRT
<b>LWL:</b> 78'	<b>Power:</b> twin diesels
	<b>Hull:</b> wood

### FACTS

**Who sails?** School groups (elementary through college - discounted through our Sailing School Program), campers participating in our "Kids Cruise" program, private and corporate charters, and daysail passengers of all ages

**Program type:** Overnight and week-long camp and Sailing School programs for passengers ages 9 - 16 and students of all ages; private charters, and public daysailing

**Normal cruising waters:** Southern New England

**Season:** May through October

**Designer:** Thomas F. McManus

**Built:** 1926: Pensacola, FL, Pensacola Shipbuilding Company

**Crew:** 6 **Trainees-passengers:** 49 daysails, 30 overnight

**Contact:** Captain Robert S. Douglas, The Black Dog Tall Ships, PO Box 429, Vineyard Haven, MA 02568 USA

**Tel:** 508-693-1699 **Fax:** 508-693-1881

**E-mail:** office@theblackdogtallships.com

**Website:** www.theblackdogtallships.com





## ALERT

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

In 1992 Schooner *Alert* was launched and christened *Tall Cotton*. She was bought by a fisherman named Roger Woodman in 2006 as a private yacht. Woodman changed her name to *Alert* and fitted her out for commercial ground fishing and research. *Alert* operated in the commercial fishing industry out of Portland, Maine until 2012. In 2013 *Alert* was sold to Captains Perry Davis and Bethany McNelly-Davis. They had been sailing out of Bailey Island, Maine hosting charters on their ketch *Tevake* since 2006. They converted *Alert* from a commercial fishing schooner to a commercial passenger carrying vessel. In September 2013 *Alert* was awarded a certificate of inspection by the USCG to carry 28 passengers. Currently Schooner ALERT Windjammer Cruises collaborates with schools to offer a tall ship sailing experience that caters to their curriculum. They operate the Schooner *Alert* and the Ketch *Tevake* doing two, four, and six-hour public and private sailing charters. Island Adventures trips are offered to students and private parties.

### SPECIFICATIONS

Flag: USA	Beam: 14'
Rig: Gaff-rigged schooner	Rig height: 60'
Homeport: Bailey Island, ME	Freeboard: 2' 3.5"
LOA: 70'	Sail area: 1,866 square feet
LOD: 56'	Tons: 28 GRT
LWL: 41'	Power: North East Ford 135
Draft: 6' 6"	Hull: wood

### FACTS

**Who sails?** Schools, groups, individuals, and families

**Program type:** Public and private charters

**Normal cruising waters:** Gulf of Maine between Cape Elizabeth and Eastport, ME

**Season:** May through October

**Designer:** Paul Rollins

**Built:** 1992 York, ME, Paul Rollins

**Crew:** 2 **Trainees-passengers:** 28

**Contact:** Perry Davis and Bethany McNelly-Davis, Captains and Owners, Schooner ALERT Windjammer Cruises, PO Box 7, 13 Sea Escape Lane, Bailey Island, ME 04003 USA

**Tel:** 207-841-9125 **Fax:** 207-833-2905

**E-mail:** [TevakeSailingCharters@hotmail.com](mailto:TevakeSailingCharters@hotmail.com)

**Website:** [www.SchoonerALERT.com](http://www.SchoonerALERT.com)



## ALLIANCE

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Alliance* was built in Florida in 1995 by Treworgy Yachts, as the *Kathryn B.*, for the Maine windjammer charter trade. She sailed the waters of Penobscot Bay and the Caribbean Islands with weekly charter guests. In 2005, Yorktown Sailing Charters purchased her and started a public day sail business in Yorktown, Virginia, renaming her *Alliance* in honor of the French and American alliance that won the battle for independence in 1781. The two-hour daysails focus on the history of the area and the ecology of the Chesapeake Bay. Yorktown Sailing Charters is training partners with the USCG Training Center Yorktown for the Marine Inspection and Investigation School. They also partner with the Virginia Institute of Marine Science and the Yorktown Watermen's Museum to increase the public awareness of the Chesapeake Bay through a variety of educational cruises. Yorktown Sailing Charters also operates the 65-foot schooner *Serenity* offering pirate cruises, private charters and educational sails.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 8'
<b>Rig:</b> 3-masted gaff topsail schooner	<b>Beam:</b> 20'
<b>Homeport:</b> Yorktown, VA	<b>Rig height:</b> 63'
<b>Sparred length:</b> 105'	<b>Freeboard:</b> 5'
<b>LOA:</b> 105'	<b>Sail area:</b> 2,778 square feet
<b>LOD:</b> 80'	<b>Tons:</b> 51 GRT
<b>LWL:</b> 65'	<b>Power:</b> 130 HP John Deere
	<b>Hull:</b> steel

### FACTS

**Who sails?** Groups and individuals of all ages  
**Program type:** Daysails and weekly charters  
**Normal cruising waters:** Chesapeake Bay (summer), Caribbean (winter)  
**Season:** Year-round  
**Designer:** Tom Colvin  
**Built:** 1995: Palm Coast, Florida, Treworgy Yachts  
**Crew:** 4 **Trainees-passengers:** 49 daysails, 12 overnight  
**Contact:** Laura Lohse, Yorktown Sailing Charters, P.O. Box 238, Yorktown, VA 23690 USA  
**Tel:** 757-639-1233  
**E-mail:** [info@sailoryorktown.com](mailto:info@sailoryorktown.com)  
**Website:** [www.sailoryorktown.com](http://www.sailoryorktown.com)





## ALMA

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The last of approximately 400 scow schooners that carried cargo in the San Francisco Bay area at the turn of the century, Alma was built at Hunter's Point in San Francisco Bay in 1891. Today she is owned and operated by the San Francisco Maritime National Historical Park and docked at Hyde Street Pier near Fisherman's Wharf. From March to November, the Alma sails with a part volunteer/part professional crew on board, representing and interpreting a time when commerce moved by boat around the Bay. The volunteer program enables trainees to learn about traditional sailing and wooden boat maintenance. No fees are required as all crew volunteer to sail and maintain the Alma and other park vessels. The Park offers ranger-led interpretive sails on Thursdays and Saturdays from March to November.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 23' 6"
<b>Rig:</b> Schooner, 2-masted	<b>Rig height:</b> 76'
<b>Homeport:</b> San Francisco, CA	<b>Freeboard:</b> 4'
<b>Sparred length:</b> 88'	<b>Sail area:</b> 2,684 square feet
<b>LOA:</b> 62'	<b>Tons:</b> 47 GRT
<b>LOD:</b> 61' 4"	<b>Power:</b> twin diesels
<b>LWL:</b> 59' 5"	<b>Hull:</b> wood
<b>Draft:</b> 3' 6"	

### FACTS

**Who sails?** Park visitors, school groups, scout groups, families and individuals of all ages

**Program type:** A history and sailing based curriculum for students in grades 4-8, sail training, ranger-led interpretive programs under sail

**Normal cruising waters:** San Francisco Bay

**Season:** March - November

**Designer:** Fred Siemers Built: 1891: San Francisco, CA,

**Crew:** 5 **Trainees-passengers:** 80 day sails

**Contact:** Captain Carter Cassel, San Francisco Maritime NHP  
2 Marina Blvd. Bldg E, 2nd Floor, SF, CA 94123 USA

**Tel:** 415-539-9664

**E-mail:** carter\_cassel@nps.gov

**Website:** www.maritime.org



## AMERICA 2.0

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

Scarano Boat Building took sailboat design to the next level by combining more than 35 years of naval architecture and marine engineering experience, plus the latest technologies and materials, and putting them all into *America 2.0*. She features shroudless carbon fiber spars, a two part hull with a removable, aluminum deadwood section for water and fuel tanks and also features electric motors for propulsion. Her hull is constructed out of an end-grain balsa core, sandwiched between two layers of Port Orford Cedar over wooden laminated frames, an aluminum cabin structure with integrated mast supports, and bullwarks and cabin soles constructed out of plascore, an aluminum honey comb material, for improved strength and additional weight savings.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 83'
<b>Rig:</b> Gaff schooner	<b>Freeboard:</b> 4'
<b>Homeport:</b> New York, NY	<b>Sail area:</b> 3,600 square feet
<b>Spurred length:</b> 105'	<b>Tons:</b> 68 GRT
<b>LOD:</b> 84'	<b>Power:</b> phase 1: single 200
<b>LWL:</b> 76'	HP diesel; phase 2: electric
<b>Draft:</b> 8' 7"	grid/generator
<b>Beam:</b> 20'	<b>Hull:</b> wood

### FACTS

**Who sails?** School groups from elementary through college, private and corporate charters, families, and individuals of all ages  
**Program type:** Public daysails and private charters; Sail training with paying trainees  
**Normal cruising waters:** New York City and Key West, Florida  
**Season:** May - October (NYC), November - April (Key West)  
**Designer:** Scarano Boat Building  
**Built:** 2011: Albany, New York  
**Crew:** 4 **Trainees-passengers:** 76 daysails  
**Contact:** (May - October) Classic Harbor Line, Chelsea Piers, Pier 62, New York, New York 10011 USA  
**Tel:** 212-627-1825 **Fax:** 646-349-5963  
**E-mail:** [info@sail-nyc.com](mailto:info@sail-nyc.com) **Website:** [www.sail-nyc.com](http://www.sail-nyc.com)  
**Contact:** (November - April) Classic Harbor Line, 202 William Street, Key West, FL 33040 USA  
**Tel:** 212-627-1825  
**E-mail:** [tickets@sail-keywest.com](mailto:tickets@sail-keywest.com)  
**Website:** [www.sail-keywest.com](http://www.sail-keywest.com)





Photo by Thad Kozá

## AMERIGO VESPUCCI

### CERTIFICATION



**Certification:**  
Italian Naval Vessel

### STORY

The pride of the Italian Navy, *Amerigo Vespucci* conjures up memories of men-of-war from two centuries ago. Riding high in the water, with triple decks indicated by painted stripes, *Amerigo Vespucci* is a gracious 20th century goodwill ambassador, as well as a symbol of Italy's global maritime heritage and tradition. Named for the great explorer and cartographer of the 17th century, this elegant, full-rigged ship is a grand visitor to many ceremonial parades of sail. Since her launch, *Amerigo Vespucci* has been used to train junior officers of the Italian Navy.

### SPECIFICATIONS

**Flag:** Italy  
**Rig:** Full-rigged ship  
**Homeport:** La Spezia, Italy  
**Sparred length:** 330'  
**Draft:** 23' 6"  
**Beam:** 50' 9"  
**Hull:** steel

### FACTS

**Who sails?** Junior officers of the Italian Navy  
**Program type:** Sail training  
**Normal cruising waters:** Worldwide  
**Season:** Year-round  
**Built:** 1931  
**Contact:** Embassy of Italy, 3000 Whitehaven Street, NW, Washington DC 20008 USA  
**Tel:** 202-612-4400 **Fax:** 202-518-2151  
**Website:** [www.ambwashingtondc.esteri.it/ambasciata\\_washington](http://www.ambwashingtondc.esteri.it/ambasciata_washington)



## AMISTAD

### CERTIFICATION

**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

DISCOVERING AMISTAD is a new non-profit educational organization that will provide full-year programming on its tall ship, the *Amistad*, in classrooms and at historic sites of partner organizations. It will enable children and adults in Connecticut and the region to discover the story of the *Amistad* and its impact on Connecticut and the nation. Importantly, the organization will provide learning opportunities for children and adults to discover the relevance of the *Amistad* to today's world.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>LWL:</b> 78' 6"
<b>Rig:</b> Topsail schooner	<b>Draft:</b> 10' 6"
<b>Homeport:</b>	<b>Beam:</b> 23'
New Haven, CT	<b>Rig height:</b> 100'
<b>Sparrd length:</b> 129'	<b>Sail area:</b> 5,200 square feet
<b>LOA:</b> 85'	<b>Power:</b> Cat 3304 x 2, 135
<b>LOD:</b> 81'	<b>Hull:</b> wood

### FACTS

**Who sails?** School groups (K through 12) and general public

**Program type:** Historical interpretation of *Amistad* Uprising and maritime history

**Normal cruising waters:** Primarily Long Island Sound, CT and Southern New England

**Season:** May through October

**Designer:** Tri-Coastal Marine

**Built:** 2000

**Crew:** 8 **Trainees-passengers:** 51

**Contact:** Discovering Amistad, 129 Church Street New Haven, CT 06510 USA

**Tel:** 203-498-8222

**E-mail:** [bbind@discoveringamistad.org](mailto:bbind@discoveringamistad.org)

**Facebook:** Discovering Amistad





## APPLEDORE IV

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The schooner *Appledore IV* is owned and operated by BaySail, a 501(c)3 non-profit organization based in Bay City, Michigan. Tall ship adventures aboard *Appledore IV* further BaySail's mission to "foster environmental stewardship of the Saginaw Bay watershed and the Great Lakes ecosystem and to provide personal development opportunities for learners of all ages through shipboard and land-based educational experiences." Since its founding in 1998, more than 44,000 students have experienced a BaySail educational program aboard *Appledore IV*. *Appledore IV* was originally commissioned by Herb and Doris Smith and built by Mark Treworgy. Launched in 1989, she is the fourth in a series of schooners built for world voyaging. The Smith's adventures aboard the *Appledores* are chronicled in two books "Dreams of Natural Places" and "Sailing Three Oceans". Herb and Doris Smith sailed *Appledore IV* as far as Barbados and used her in the coastal day-charter trade out of Boothbay Harbor, Maine.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 76'
<b>Rig:</b> Gaff schooner	<b>Freeboard:</b> 6'
<b>Homeport:</b> Bay City, MI	<b>Sail area:</b> 3,560 square feet
<b>Sparred length:</b> 85'	<b>Tons:</b> 48 GRT
<b>LOD:</b> 65'	<b>Power:</b> 135 HP diesel
<b>LWL:</b> 53'	<b>Hull:</b> steel
<b>Draft:</b> 9' 9"	
<b>Beam:</b> 18' 5"	

### FACTS

**Who sails?** All ages and K-12 students

**Program type:** BaySail offers a variety of educational programs including a half-day SCIENCE UNDER SAIL environmental education experience for K - 12 classroom groups and multi-day WINDWARD BOUND sail training voyages for youth. The vessel is also available for public sailing excursions and private charters throughout the sailing season.

**Normal cruising waters:** Saginaw Bay and the Great Lakes

**Season:** April - October

**Designer:** Russ Wooden & Parker Marean

**Built:** 1989: Palm Coast, FL, Treworgy Yachts

**Crew:** 4-6 **Trainees-passengers:** 48 daysails, 9 overnight

**Contact:** Shirley Roberts, Executive Director, BaySail,  
107 Fifth Street, Bay City, MI 48708 USA

**Tel:** 989-895-5193 **Fax:** 989-460-1472

**E-mail:** info@baysailbaycity.org

**Website:** www.baysailbaycity.org



## APPLEDORE V

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The schooner *Appledore V* is owned and operated by BaySail, a 501(c)3 non-profit organization based in Bay City, Michigan. *Appledore V* operations support BaySail's environmental education programs and its mission to "foster environmental stewardship of the Saginaw Bay watershed and the Great Lakes ecosystem and to provide personal development opportunities for learners of all ages through shipboard and land-based educational experiences." *Appledore V* was commissioned by Herb and Doris Smith, built by Treworgy Yacht in Palm Coast, Florida and launched in 1992. Traverse Tall Ship Company purchased the ship from the Smiths to sail Traverse Bay on Lake Michigan under the name *Westwind*. In 2002, BaySail purchased the ship and changed her name back to *Appledore V*.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 14'
<b>Rig:</b> Gaff schooner	<b>Rig height:</b> 63' 6"
<b>Homeport:</b> Bay City, MI	<b>Freeboard:</b> 4'
<b>Sparred length:</b> 65'	<b>Tons:</b> 34 GRT
<b>LOD:</b> 58'	<b>Power:</b> 90 HP diesel
<b>LWL:</b> 49'	<b>Sail Area:</b> 1,444 square feet
<b>Draft:</b> 8'	<b>Hull:</b> steel

### FACTS

**Who sails?** All ages and K-12 student groups

**Program type:** BaySail offers a variety of educational programs including a half-day SCIENCE UNDER SAIL environmental education experience for K-12 classroom groups and multi-day WINDWARD BOUND sail training voyages for youth. The vessel is also available for public sailing excursions and private charters throughout the sailing season.

**Normal cruising waters:** Saginaw Bay and the Great Lakes

**Season:** April through October

**Designer:** Russ Wooden & Parker Marean

**Built:** 1992: Palm Coast, FL, Treworgy Yachts

**Crew:** 4-6 **Trainees-passengers:** 24 daysails, 9 overnight

**Contact:** Shirley Roberts, Executive Director, BaySail,  
107 Fifth Street, Bay City, MI 48708 USA

**Tel:** 989-895-5193 **Fax:** 989-460-1472

**E-mail:** [info@baysailbaycity.org](mailto:info@baysailbaycity.org)

**Website:** [www.baysailbaycity.org](http://www.baysailbaycity.org)





## AQUIDNECK

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The Schooner *Aquidneck* (Ah-quid-neck) is a gaff rigged, topsail schooner designed by Charles Whittholz. *Aquidneck* is named after Aquidneck Island, the island where Newport is located, and is an Indian name meaning 'Isle of Peace'. She is US Coast Guard inspected for up to 49 guests. Reminiscent of coasting schooners that were built to carry freight and passengers at the turn of the century, *Aquidneck* was designed specifically to carry guests in comfort and safety. Chair height cabin tops and teak benches provide comfortable seating and space for lounging. Her large beam provides stability and allows guests plenty of room to move about with ease. Guests may help hoist sails, take the helm, or sit back and relax. She offers a terrific, tall ship style sailing experience. *Aquidneck* offers regularly scheduled day sails and is available for private charter. Departures are from historic Bowen's Wharf in Newport, Rhode Island.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 63'
<b>Rig:</b> Schooner	<b>Freeboard:</b> 4' 6"
<b>Homeport:</b> Newport, RI	<b>Sail area:</b> 2,000 square feet
<b>Sparred length:</b> 80'	<b>Power:</b> diesel
<b>LOD:</b> 63'	<b>Hull:</b> steel
<b>LWL:</b> 52'	
<b>Draft:</b> 6' 6"	
<b>Beam:</b> 17'	

### FACTS

**Who sails?** Individuals of all ages  
**Program type:** Passenger daysails, private charters  
**Normal cruising waters:** Narragansett Bay  
**Season:** April through October  
**Designer:** Charles Wittholtz  
**Built:** 2004: Long Island, New York  
**Crew:** 3 **Trainees-passengers:** 49 daysails  
**Contact:** John Hirschler, Sightsailing, Inc., 32 Bowen's Wharf, Newport, RI 02840 USA  
**Tel:** 401-849-3333  
**E-mail:** [info@sightsailing.com](mailto:info@sightsailing.com)  
**Website:** [www.sightsailing.com](http://www.sightsailing.com)



## ARGIA

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

Argia Cruises operates *Argia* out of Mystic, Connecticut during the months of May through October. She was designed and built by Captain Frank Fulchiero in the style of a 19th Century East Coast trading/packet schooner to carry passengers in the day sail trade. Every year, she carries 15,000 to 16,000 visitors from the quaint seafaring town of Mystic out to enjoy the waters, wildlife and scenery of Fishers Island, Long Island, and Block Island Sounds. *Argia* also offers marine science, coastal ecology and history programs to school and camp groups.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 19'
<b>Rig:</b> Gaff topsail schooner	<b>Rig height:</b> 75'
<b>Homeport:</b> Mystic, CT	<b>Freeboard:</b> 4' 6"
<b>Sparred length:</b> 82'	<b>Sail area:</b> 1,800 square feet
<b>LOA:</b> 82'	<b>Tons:</b> 20 GRT
<b>LOD:</b> 56'	<b>Power:</b> 100 HP diesel
<b>LWL:</b> 48'	<b>Hull:</b> Honduran mahogany
<b>Draft:</b> 7' 6"	on white oak frames

### FACTS

**Who sails?** All ages

**Program type:** Public day sails, private day charters, and marine science educational programs

**Normal cruising waters:** Fishers Island, Block Island and Long Island Sounds in NE USA

**Season:** May – October

**Designer:** Frank Fulchiero

**Built:** 1986: Reedville, VA , Jennings Boat Yard and Mystic, CT, Frank Fulchiero

**Crew:** 5 **Trainees-passengers:** 49 daysails

**Contact:** Argia Cruises, 12 Steamboat Wharf, Mystic, CT 06355 USA

**Tel:** 860-536-0416 **Fax:** 860-536-0000

**E-mail:** sales@argiamystic.com

**Website:** www.argiamystic.com





## ARGO

### CERTIFICATION



**Certification:** MCA (UK) inspected Small Commercial Vessel up to 24 meters LWL, Category 0 unrestricted ocean service

### STORY

S/Y Argo is a 2-masted staysail schooner that measures 112-feet overall and accommodates 26 students and seven professional crew on ocean voyages around the globe. Argo is certified and inspected by the British Maritime and Coast Guard Agency as a Category 0 vessel, allowing her unrestricted operation in the world's oceans. Sailing under the Sealmester flag, Argo circumnavigates the globe offering students the chance to cross oceans while furthering their educational and personal goals in a highly experiential college-level academic environment. Sealmester offers 40 and 90-day voyages aboard Argo during the fall, spring, and summer quarters. Under the guidance of professional staff, students learn through interaction and involvement with a focus on oceanography, marine science, leadership, and professional mariner training. Students earn certificates in sailing and scuba diving from IYT (International Yachtmaster Training) and PADI (Professional Association of Diving Instructors). No experience is necessary. Programs are available to high school seniors, graduates, and college students.

### SPECIFICATIONS

<b>Flag:</b> United Kingdom	<b>Draft:</b> 10'
<b>Rig:</b> Schooner, 2-masted	<b>Beam:</b> 25'
<b>Homeport:</b> Road Harbour, British Virgin Islands	<b>Rig height:</b> 102'
<b>Sparred length:</b> 112'	<b>Freeboard:</b> 6'
<b>LOA:</b> 101'	<b>Sail area:</b> 4,700 square feet
<b>LOD:</b> 94'	<b>Tons:</b> 130 GRT
<b>LWL:</b> 71'	<b>Power:</b> 425 HP diesel
	<b>Hull:</b> Steel

### FACTS

**Who sails?** High school graduates and college age students (fall, spring and summer)

**Program type:** Experiential education semesters for high school graduates and college students; accredited academics with sail and scuba training, service projects and adventure travel

**Normal cruising waters:** Worldwide

**Season:** Year-round

**Designer:** Langan Design Associates

**Built:** 2006: Marsun Shipyard, Thailand

**Crew:** 7 **Trainees:** 26

**Contact:** Sealmester, P.O. Box 5477, Sarasota, FL 34277 USA

**Tel:** 941-924-6789 or 800-317-6789 **Fax:** 941-924-6075

**E-mail:** [info@sealmester.com](mailto:info@sealmester.com)

**Website:** [www.sealmester.com](http://www.sealmester.com)





Photo by Thad Koza

## ARUNG SAMUDERA

### CERTIFICATION

**Certification:**  
Indonesian Naval Vessel

### STORY

In 1995, the Indonesian government celebrated their golden anniversary of independence by hosting a conference, heralded the Arung Samudera '95, to draw attention to the archipelago nation. At the conclusion of the conference, a 129-foot staysail schooner purchased in New Zealand was commissioned as Indonesia's first sail training ship. Known originally as *Adventurer*, the schooner was built in 1991 to serve as a sail training vessel based in Auckland, New Zealand. She was renamed *Kri Arung Samudera* to reflect her new home and service. The honorific "kri" is used just as "HMS" is used in Britain to designate a ship in service of the Royal Navy. Together the words "arung" and "samudera" in this context mean "cruise the ocean" a fitting goal for this adventurous schooner. *Arung Samudera* embarked on a circumnavigation of the globe as her first assignment.

### SPECIFICATIONS

<b>Flag:</b> Indonesia	<b>Sparred length:</b> 129'
<b>Rig:</b> Schooner	<b>Draft:</b> 9'
<b>Homeport:</b> Jakarta, Indonesia	<b>Beam:</b> 22'
	<b>Hull:</b> steel

### FACTS

**Who sails?** Sail training vessel of the Indonesian Navy  
**Normal cruising waters:** Worldwide  
**Built:** 1991  
**Contact:** Embassy of the Republic of Indonesia, 2020 Massachusetts Avenue, NW, Washington DC 20036 USA  
**Tel:** 202-775-5200 **Fax:** 202-775-5365  
**Website:** [www.embassyofindonesia.org](http://www.embassyofindonesia.org)





## BAGHEERA

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The schooner *Bagheera* was designed by John G. Alden and built in 1924 in East Boothbay, Maine. Shortly after launching, she sailed in the Bermuda Race, and then spent the next 50 years sailing in the Great Lakes. *Bagheera* was entered in the Chicago Mackinac Race numerous times, winning in 1930. The vessel was sailed to the Caribbean in the 1970s, eventually finding her way to the Galapagos Islands. She was converted to the passenger trade in the 1980s. She then sailed out of Los Angeles, San Diego and San Francisco before being shipped to Maine in 2002 to serve Portland Schooner Co., her current stewards. Today, *Bagheera* sails May through October from the Old Port in Portland, Maine, offering a variety of educational courses, public sails, and private charters.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 7' 6"
<b>Rig:</b> Gaff rigged schooner	<b>Beam:</b> 14' 6"
<b>Homeport:</b> Portland, ME	<b>Rig height:</b> 65'
<b>Sparred length:</b> 72'	<b>Freeboard:</b> 4'
<b>LOA:</b> 55' 6"	<b>Tons:</b> 21 GRT
<b>LOD:</b> 54'	<b>Power:</b> 72 HP diesel
<b>LWL:</b> 44'	<b>Hull:</b> wood

### FACTS

**Who sails?** Schools, camps, organizations, families and individuals of all ages

**Program type:** Sea education based on in-house programming

**Normal Cruising Waters:** Casco Bay

**Season:** May through October

**Designer:** John G. Alden

**Built:** 1924: East Boothbay, ME, Rice Brothers

**Crew:** 3 **Trainees-passengers:** 41 daysails

**Contact:** Scott Reischmann, Portland Schooner Co., P.O. Box 210, Portland ME 04112-0210 USA

**Tel:** 207-766-2500 or (toll free) 1-87-SCHOONER

**E-mail:** [scott@portlandschooner.com](mailto:scott@portlandschooner.com)

**Website:** [www.portlandschooner.com](http://www.portlandschooner.com)



## BALCLUTHA

### CERTIFICATION



#### Certification:

Uninspected Vessel (Museum Ship)

### STORY

The 3-masted, riveted steel ship *Balclutha* was built in Glasgow, Scotland, in 1886 "to the highest class in Lloyd's Registry." As a deepwaterman, *Balclutha* and a 26-man crew rounded Cape Horn with grain for Great Britain, and later ran Pacific Coast lumber to Australia. Each year as a salmon packet, the vessel carried hundreds of men (with boats and supplies) to the salmon fishing grounds of Alaska. She was rescued from decay by the San Francisco Bay Area community in 1954, and has been restored as a memorial to the men and times of the grand days of sail. Today the vessel hosts a slate of unique school education programs presented by the San Francisco Maritime National Park Association and is open to the public as part of the San Francisco Maritime National Historical Park.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Sparred length:</b> 129'
<b>Rig:</b> Full-rigged ship	<b>Draft:</b> 9'
<b>Homeport:</b> San Francisco, CA	<b>Beam:</b> 22'
<b>Sparred length:</b> 301'	<b>Tons:</b> 1,689 GRT
<b>LOD:</b> 256'	<b>Hull:</b> steel
<b>Draft:</b> 22' 7"	
<b>Beam:</b> 38' 6"	
<b>Rig height:</b> 145'	

### FACTS

**Program type:** Dockside sea education in maritime history  
**Designer:** Charles Connell  
**Built:** 1886: Scotland, Charles  
**Contact:** Captain Carter Cassel, San Francisco Maritime NHP  
2 Marina Blvd. Bldg E, 2nd Floor  
San Francisco, CA 94123 USA  
**Website:** [www.maritime.org](http://www.maritime.org)





Photo by Benjamin Mendlowitz, Calendar of Wooden Boats

## BELLE AVENTURE

### CERTIFICATION



#### Certification:

International Registry London

### STORY

*Belle Adventure* was launched from Fife's yard on the Clyde in June 1929 as *Eileen*. In the past 80 plus years, she has undergone multiple refits, had numerous owners, a rig change (in 1937), and has spent years sailing the Mediterranean, Caribbean, and around the Atlantic Ocean. Today *Belle Adventure* is a privately owned yacht. She sails mostly in the Northeast during the summer and the Caribbean in the winter. *Belle Adventure* sails now as an example of the detail and skill of the Fife's shipwrights.

### SPECIFICATIONS

<b>Flag:</b> United Kingdom	<b>Draft:</b> 10' 7"
<b>Rig:</b> Ketch	<b>Beam:</b> 17' 2"
<b>Homeport:</b> London, England	<b>Rig height:</b> 100'
<b>Sparred length:</b> 104'	<b>Freeboard:</b> 5'
<b>LOA:</b> 94'	<b>Sail area:</b> 3,000 square feet
<b>LOD:</b> 85'	<b>Tons:</b> 65 GRT
<b>LWL:</b> 61'	<b>Power:</b> Cummins 6 cyl turbo 180 hp
	<b>Hull:</b> wood (oak and teak)

### FACTS

**Who sails?** Volunteers

**Program type:** Private yacht

**Normal cruising waters:** New England and Caribbean

**Season:** Year-round

**Designer:** William Fife III

**Built:** 1929

**Crew:** 5

**Contact:** Captain Dave Thompson, Classic Adventures, 2388 Winslows Mills Road, Waldoboro, ME USA

**Tel:** 207-350-5989

**E-mail:** belleaventure1929@gmail.com



Photo by Thad Koza

## BLACK JACK

### CERTIFICATION



#### Certification:

Transport Canada: Sheltered Waters

### STORY

On May 2, 1904, the steam tugboat *G. B. Pattee II* was launched in Quyon, Quebec. She worked the logging industry for 50 years on the Upper Ottawa River. In 1952 the hull was purchased by the late Captain Thomas G. Fuller and converted to a brigantine, renamed the *Black Jack*, as a family yacht. Since then, Captain Fuller's son, Simon Fuller, founded Bytown Brigantine as a charitable foundation dedicated to fostering leadership, confidence, and self-reliance in youth through the adventure of square-rigged sailing. On her 100th anniversary in 2004, *Black Jack* underwent a major refit and was re-christened by the Right Honorable Adrienne Clarkson, Canada's Governor General. At the same time, the vessel was designated Ottawa's Signature Vessel by the City of Ottawa. As *Fair Jeanne's* smaller, older sister she offers youth the opportunity to reach new heights on a tall ship adventure.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>Draft:</b> 6'
<b>Rig:</b> Brigantine	<b>Beam:</b> 15'
<b>Homeport:</b> Ottawa, Ontario, Canada	<b>Rig height:</b> 60'
<b>Sparred length:</b> 90'	<b>Freeboard:</b> 3'
<b>LOA:</b> 87'	<b>Sail area:</b> 2,300 square feet
<b>LOD:</b> 68'	<b>Tons:</b> 43.5 GRT
<b>LWL:</b> 57'	<b>Power:</b> 235 HP diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** Middle school 12 – 14 year olds

**Program type:** Sail training for paying trainees; re-enactments; overnight voyages; bursary programs available

**Normal Cruising Waters:** Upper Ottawa & St. Lawrence Rivers

**Season:** Summer and fall

**Built:** 1904; Scotland/Quebec

**Crew:** 2 permanent, 6 high school and university students

**Trainees-passengers:** 15

**Contact:** Bytown Brigantine, 2700 Queensview Drive, Ottawa, Ontario K2B 8H6 Canada

**Tel:** 613-596-6258 **Fax:** 613-596-4335

**E-mail:** info@tallshipsadventure.org

**Website:** www.tallshipsadventure.org





## BLUENOSE II

### CERTIFICATION



#### Certification:

Transport Canada Certified  
Passenger Vessel

### STORY

The original *Bluenose*, launched on March 26, 1921, was a typical Nova Scotia Grand Banks fishing schooner. Built at Lunenburg both for fishing and for the International Fishermen's Trophy series of races between Canada and the United States, *Bluenose* was undefeated under her legendary master, Captain Angus J. Walters of Lunenburg. Her likeness became a national emblem and is depicted on stamps and the ten-cent coin of Canada. Launched on July 24, 1963, *Bluenose II* was built from the same plans at the same yard and by some of the same men. The only difference lies in the accommodations for the coed crew of 18 and the modern navigation and communication instruments. *Bluenose II* underwent a structural rebuild of her hull in 2012. She serves as a goodwill ambassador for the Province of Nova Scotia, participating in tall ship events throughout the Western Hemisphere. Her 14 deckhands receive instructions from her officers in all matters of seamanship. Today she sails in the best *Bluenose* tradition, and all officers and deckhands are encouraged to enhance their skills and certifications.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>Draft:</b> 17'
<b>Rig:</b> Gaff topsail schooner	<b>Beam:</b> 27'
<b>Homeport:</b> Lunenburg, Nova Scotia, Canada	<b>Rig height:</b> 125'
<b>Sparred length:</b> 181'	<b>Sail area:</b> 11,139 square feet
<b>LOD:</b> 143'	<b>Tons:</b> 191 GRT
<b>LWL:</b> 112'	<b>Power:</b> 300 HP twin diesels
	<b>Hull:</b> wood

### FACTS

**Who sails?** Individuals and groups

**Program type:** Sail training for crew; passenger daysails; dockside interpretation, ambassador vessel

**Normal Cruising Waters:** East Coast of Canada and the United States

**Season:** April through September

**Designer:** William J. Roue, Halifax, Nova Scotia, Canada

**Built:** 1963: Lunenburg, Nova Scotia, Canada, Smith & Rhuland Shipyards. Rebuilt 2012 in the same yard.

**Crew:** 18 to 20

**Contact:** Director of Operations Bluenose II, Lunenburg Marine Museum Society, PO Box 1299, Lunenburg, Nova Scotia B0J 2C0 Canada

**Tel:** 855-640-3177 or 902-634-8483 **Fax:** 902-634-8052

**E-mail:** shorecrew@bluenose2crew.ca

**Website:** www.bluenose.novascotia.ca

www.bluenose2store.ca



Photo by Tom Stewart

## BOWDOIN

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T), Ocean Sailing School Vessel (Subchapter R)

### STORY

The schooner *Bowdoin* is the flagship of the Maine Maritime Academy (MMA) sail training fleet, and the official sailing vessel of the state of Maine. Built in 1921 for exploring Arctic waters, she is one of the strongest wooden vessels ever constructed. Between 1921 and 1954 she made 26 voyages above the Arctic Circle under the command of explorer Donald B. MacMillan. Today, *Bowdoin* serves the students of MMA, the state of Maine, and New England, sailing in the waters of New England, Nova Scotia, Newfoundland, Labrador, and Greenland. In MMA's Sail Training Curriculum students learn to sail, maintain, and manage traditional and modern sailing vessels. Sail training afloat is performed on the Academy's fleet of over 50 vessels, including *Bowdoin*, a smaller schooner, a fleet of Colgate 26's and racing dinghies, several large ocean racing and cruising yachts, and numerous other sailing and power vessels from 15 to 500 feet. Since being purchased by MMA in 1988, *Bowdoin* has returned to the Arctic three times with MMA students, continuing the tradition of Admiral MacMillan in carrying young people to the northern latitudes.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 20'
<b>Rig:</b> Schooner	<b>Rig height:</b> 70'
<b>Homeport:</b> Castine, ME	<b>Freeboard:</b> 4'
<b>Sparred length:</b> 100'	<b>Sail area:</b> 2,000 square feet
<b>LOA:</b> 88'	<b>Tons:</b> 66 GRT
<b>LOD:</b> 83'	<b>Power:</b> 190 HP diesel
<b>LWL:</b> 72'	<b>Hull:</b> wood
<b>Draft:</b> 10'	

### FACTS

**Who sails?** Students of the Maine Maritime Academy

**Program type:** Sail training

**Normal cruising waters:** North Atlantic and Arctic

**Season:** June to October

**Designer:** William Hand

**Built:** 1921, East Boothbay, ME, Hodgdon Brothers Shipyard

**Crew:** 6 **Trainees-passengers:** 40 daysails, 11 overnight

**Contact:** Marine Operations Manager, Castine, ME, 04421 USA

**Tel:** 207-326-2364 **Fax:** 207-326-2377

**E-mail:** [william.mclean@mma.edu](mailto:william.mclean@mma.edu)

**Website:** [www.mainemaritime.edu/waterfront/schooner-bowdoin](http://www.mainemaritime.edu/waterfront/schooner-bowdoin)





## BRILLIANT

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

Sailing School Vessel (Subchapter R)

### STORY

The *Brilliant* educational sailing program introduces teens and adults to life aboard a classic schooner while sailing the New England coast. On programs ranging from two-day trips to ten-day voyages, teenagers and adults become full participants in the sailing of *Brilliant*; steering the vessel, raising sails, standing watch and learning navigation. Participants are not passengers, but are instead crew aboard the 61-foot wooden schooner. As one of the oldest sail education programs in the country, *Brilliant* has taught teamwork, leadership, stewardship and traditional seamanship for over 65 years to thousands of teenagers and adults. Participants learn under the guidance of a professional crew and Coast Guard licensed Captain.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>LWL:</b> 49'
<b>Rig:</b> Gaff schooner, 2-masted	<b>Draft:</b> 9'
<b>Homeport:</b> Mystic Seaport, Mystic, CT	<b>Beam:</b> 14' 8"
<b>Sparred length:</b> 74'	<b>Rig height:</b> 81'
<b>LOD:</b> 61' 6"	<b>Tons:</b> 30 GRT
	<b>Power:</b> 97 HP diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** Teens ages 15–18 and adults 20+; participants must be physically fit, agile, and competent swimmers; affiliated institution is Mystic Seaport

**Program type:** Sail training with paying trainees; sea education in cooperation with individuals and organized groups such as Scouts and schools

**Normal cruising waters:** New England

**Season:** May through October

**Designer:** Sparkman & Stephens

**Built:** 1932: City Island, New York, Henry B. Nevins

**Crew:** 2-3 **Trainees-passengers:** 10 daysails, 9 overnight

**Contact:** Mystic Seaport, Brilliant Program, PO Box 6000, Mystic, CT 06355-0990 USA

**Tel:** 860-572-5322 **Fax:** 860-572-5398

**Website:** [www.mysticseaport.org/brilliant](http://www.mysticseaport.org/brilliant)



Photo credit: Ted Walton.

## CALIFORNIAN

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

*Californian* was launched in celebration of the 1984 Summer Olympics in Los Angeles. In 2003, *Californian* was designated the official tall ship of the State of California. She is the only ship to carry this prestigious title. A 145-foot topsail schooner, *Californian* is a replica of a mid-19th century revenue cutter. She has played host to thousands of adventure travelers, sailing enthusiasts, students and history buffs during her career. In 2003, she underwent an extensive refit including a haul out, re-stepping the masts, replacing the standing rigging, new sails and mechanical systems and a re-design and refurbishing of the areas below deck. The Maritime Museum of San Diego uses her for a variety of educational programs and public adventure sails. Her annual coastal tour offers residents and visitors an opportunity to enjoy the state of California's official tall ship.

### SPECIFICATIONS

Flag: USA	Beam: 24'
Rig: Topsail schooner	Rig height: 95'
Homeport: San Diego, CA	Freeboard: 6'
Sparred length: 145'	Sail area: 7,000 square feet
LOA: 93' 4"	Tons: 130 GRT
LWL: 84'	Power: 140 HP diesel
Draft: 9' 5"	Hull: wood

### FACTS

**Who sails?** Groups and individuals of all ages

**Program type:** At sea and dockside education programs in maritime history and programs for at-risk youth in cooperation with area schools and social services agencies, passenger day sails and overnight passages

**Normal cruising waters:** Southern California and the California Coast

**Season:** Year-round

**Designer:** Melbourne Smith

**Built:** 1984: San Diego, CA, Nautical Heritage Society

**Trainees-passengers:** 60 daysails

**Contact:** Maritime Museum of San Diego, 1492 N. Harbor Drive, San Diego, CA 92101-3309 USA

**Tel.:** 619 234 9153 x 123

**E-mail:** [info@sdmaritime.org](mailto:info@sdmaritime.org)

**Website:** [www.sdmaritime.org](http://www.sdmaritime.org)





Photo by Thad Koza

## CAPITAN MIRANDA

### CERTIFICATION



#### Certification:

Uruguayan Naval Vessel

### STORY

Built in 1930, in the Matagorda Shipyard and factory located in Cadiz, Spain, the *Capitan Miranda* originally served as a hydrographic vessel. As such, she carried out an outstanding and extensive career, performing countless cartographical surveys which were, and still are, highly useful to seamen. The ship honors the memory of Captain Francisco P. Miranda (1869 – 1925), who was not only a bright professional but also an exceptional teacher, particularly remembered for his research in sea subjects. In 1977, the vessel underwent a major refit and in 1978 was rededicated as a sail training vessel for the Uruguayan Navy teaching newly graduated midshipmen to apply the knowledge acquired at the Naval Academy.

### SPECIFICATIONS

<b>Flag:</b> Uruguay	<b>LOD:</b> 172'
<b>Rig:</b> Staysail schooner	<b>LWL:</b> 147' 5"
<b>Homeport:</b> Montevideo, Uruguay	<b>Draft:</b> 12'
<b>Sparred length:</b> 205'	<b>Beam:</b> 27'
<b>LOA:</b> 198'	<b>Hull:</b> steel

### FACTS

**Who sails?** Midshipmen, civilian students, foreign guests  
**Program type:** Sail training vessel of the Uruguayan Navy.  
**Normal cruising waters:** Worldwide  
**Built:** 1930: Cadiz, Spain, Astiueros Matagorda  
**Crew:** 12 officers, 39 enlisted  
**Trainees-passengers:** 35  
**Contact:** Embassy of Uruguay, 1913 I Street, NW, Suite 419, Washington, DC 20006 USA  
**Tel:** 202-331-1313 **Fax:** 202-331-8142  
**E-mail:** navyofuruguay@yahoo.com  
**Website:** www.armada.mil.uy



# C A THAYER

## CERTIFICATION



**USCG certification:**  
Uninspected Vessel (Museum Ship)

## STORY

Built in 1895, the C. A. Thayer was part of a mighty Pacific Coast fleet of sailing schooners that carried lumber to San Francisco from Washington, Oregon and the California Redwood Coast. Later, the vessel supplied the Alaskan salt-salmon canneries, anchoring out during the summer and returning in September with the season's catch packed in her hold. From 1925 to 1950, C. A. Thayer carried men north to the Bering Sea cod fishing grounds. She was purchased by the State of California in 1957, and transferred to the National Park Service in 1977. Now a National Historic Landmark, the C. A. Thayer is a rare survivor from the days when strong canvas sails billowed over tall deckloads of freshly milled fir and redwood. Thayer is currently undergoing a restoration to sailing condition. She's open for dockside visitation and ranger lead tours.

## SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 105'
<b>Rig:</b> Schooner, 3-masted	<b>Tons:</b> 453 GRT
<b>Homeport:</b> San Francisco, CA	<b>Hull:</b> wood
<b>Sparred length:</b> 219'	
<b>LOD:</b> 156'	
<b>Draft:</b> 11' 3"	
<b>Beam:</b> 36'	

## FACTS

- Program type:** Dockside sea education programs in maritime history
- Designer:** Hans Bendixsen
- Built:** 1895: Fairhaven, CA, Hans Bendixsen
- Contact:** Captain Carter Cassel, San Francisco Maritime NHP  
2 Marina Blvd. Bldg E, 2nd Floor, SF, CA 94123 USA
- Website:** [www.maritime.org](http://www.maritime.org)





## CHAMPION

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

*Champion* is a beautifully maintained, 1968 Concordia-built, Great Lakes cutter donated to the Maritime Heritage Alliance in 2008 by Mr. Henry Barkhausen of Harbor Springs, Michigan. She is used in a sailing program for at-risk youth in Northern Michigan. Qualifying youth spend four days aboard, learning to sail the boat and work together as a team, while learning responsibility and building self-esteem at the same time. The boat and the program allow the MHA to further its mission of preserving, interpreting and sharing the maritime heritage of the Great Lakes. In addition, she is available for limited private charters and corporate outings on West Grand Traverse Bay, an arm of Lake Michigan. *Champion* also attends local festivals to promote the MHA and the at-risk youth sailing program and is available for passengers.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 5' board up, 8' board down
<b>Rig:</b> Gaff-rigged cutter	<b>Beam:</b> 12'
<b>Homeport:</b> Traverse City, MI	<b>Rig height:</b> 68'
<b>Sparred length:</b> 53'	<b>Freeboard:</b> 4'
<b>LOA:</b> 39'	<b>Sail area:</b> 1,460 square feet
<b>LWL:</b> 35'	<b>Tons:</b> 18 GRT
	<b>Hull:</b> wood (plank on frame)

### FACTS

**Who sails?** MHA members, guests, and at-risk youth throughout Northern Michigan

**Program type:** Sail training, maritime history, and experiential education

**Normal cruising waters:** Great Lakes

**Designer:** Fenwick Williams

**Built:** 1968: Concordia Yachts, Massachusetts

**Crew:** 3 **Trainees:** 5

**Contact:** Maritime Heritage Alliance, 13268 S. West Bayshore, Traverse City, MI 49684 USA

**Tel:** 231-946-2647

**E-mail:** [info@MaritimeHeritageAlliance.org](mailto:info@MaritimeHeritageAlliance.org)

**Website:** [www.MaritimeHeritageAlliance.org](http://www.MaritimeHeritageAlliance.org)



## CHARLES W. MORGAN

### CERTIFICATION



#### USCG certification:

Uninspected Vessel (Museum Ship)

### STORY

Over an 80-year career, the 1841 whaleship *Charles W. Morgan* sailed on 37 voyages to remote corners of the globe. In May of 2014, following a five-year, multi-million dollar restoration, the ship set out on her 38th Voyage - perhaps her most important - to raise awareness of America's maritime heritage and to call attention to issues of ocean sustainability and conservation. It was the first time the National Historic Landmark had left Mystic Seaport since her arrival in 1941. During this 38th Voyage, in addition to the professional crew and Mystic Seaport staff, some 80 individuals from a wide range of disciplines and backgrounds sailed aboard the ship and participated in an unprecedented public-history project. The *Morgan* visited New London, Connecticut; Newport, Rhode Island; the Massachusetts ports of Vineyard Haven, New Bedford and Boston as well as the Stellwagen Bank National Marine Sanctuary and the Massachusetts Maritime Academy - as part of the centennial celebration of the opening of the Cape Cod Canal - and returned to Mystic Seaport to resume her role as an exhibit and the flagship of the Museum.

### SPECIFICATIONS

**Flag:** USA

**Rig:** Barque

**Homeport:** Mystic Seaport,  
Mystic, CT

**Sparred length:** 165' 6"

**LOD:** 107'

**LWL:** 104'

**Draft:** 12' 6"

**Beam:** 28'

**Rig height:** 119' 9"

**Freeboard:** 7' 10"

**Sail area:** 13,000 square feet

**Tons:** 297 GRT

**Hull:** wood

### FACTS

**Who sails?** Visiting public

**Program type:** Museum education

**Normal cruising waters:** static exhibit

**Season:** March to December

**Designer:** Jethro and Zachariah Hillman

**Built:** 1841: New Bedford, MA

**Contact:** Mystic Seaport Watercraft Area

**Tel:** 860-572-0711 **Fax:** 860-572-5344

**E-mail:** [watercraft@mysticseaport.org](mailto:watercraft@mysticseaport.org)

**Website:** [www.mysticseaport.org](http://www.mysticseaport.org)





## CHRISTIAN RADICH

### CERTIFICATION



#### Certification:

Norwegian Sail Training Vessel

### STORY

*Christian Radich* is one of the world's most famous sailing ships. She was built in 1937 and celebrated her 75th anniversary in 2012. *Christian Radich* sailed as a training ship until 1998 and almost 17,000 Norwegian students have had their basic marine education on board. The ship is well known from the movie "Windjammer" (1958) and the "The Onedin Line" (1971-80). During the summer season, she offers sail training voyages for trainees and school classes. She also offers teambuilding adventures for companies and private parties. During winter, she sails in Southern Europe with trainees. The ship has also completed Atlantic crossings with crew and trainees. Trainees come from all over the world. A professional, permanent crew of 15-20 persons introduce trainees to life on board the ship and make them familiar with 14,640 square feet of sails and 9,843 yards of rope.

### SPECIFICATIONS

<b>Flag:</b> Norway	<b>Beam:</b> 31' 8"
<b>Rig:</b> Full rigged ship	<b>Rig height:</b> 124'
<b>Homeport:</b> Oslo, Norway	<b>Freeboard:</b> 4' 4"
<b>Sparred length:</b> 239' 5"	<b>Sail area:</b> 14,640 square feet
<b>LOA:</b> 205'	<b>Tons:</b> 663 GRT
<b>LOD:</b> 201'	<b>Power:</b> Caterpillar 900 HP
<b>LWL:</b> 175'	<b>Hull:</b> steel
<b>Draft:</b> 15' 4"	

### FACTS

**Who sails?** Trainees of all ages (min. 12 years) and nationalities. School classes.

**Program type:** Sail training voyages of 2-7 days; but also longer voyages.

**Normal cruising waters:** North Sea, Atlantic Ocean

**Season:** Year-round

**Designer:** Christian Blom

**Built:** 1937: Framnæs Mekaniske Verksted, Norway

**Crew:** 15 **Trainees-passengers:** 80 overnight

**Contact:** The Christian Radich Sail Training Foundation, Einar Corwin, Managing Director, Postboks 666 Sentrum 0106 Oslo

**Tel:** +47-22-47-82-70

**E-mail:** [einar.corwin@radich.no](mailto:einar.corwin@radich.no)

**Website:** [www.radich.no/en/](http://www.radich.no/en/)



Photo by Thad Koza

## CISNE BRANCO

### CERTIFICATION



**Certification:**  
Brazilian Naval Vessel

### STORY

The *Cisne Branco* (White Swan) is a Brazilian Naval tall ship which was built in Amsterdam, Netherlands, by Damen Shipyard. The keel was laid on November 9th, 1998 and the ship launched and christened on August 4th, 1999. She was delivered to the Brazilian Navy on February 4th, 2000 and commissioned as a Brazilian Naval vessel on March 9th, 2000. *Cisne Branco* made its maiden voyage across the Atlantic Ocean to Brazil, celebrating the 500th anniversary of the discovery of Brazil by the Portuguese Admiral Pedro Alvares Cabral. The ship's project is inspired in the design of the 19th century clippers. The *Cisne Branco* is normally used in national and international activities as a representative of the Brazilian Navy and for Brazilian culture. Also, it is used as an instructional sailing ship to the cadets of the Brazilian Naval Academy, Academy of Merchant Marine and other naval schools.

### SPECIFICATIONS

<b>Flag:</b> Brazil	<b>Draft:</b> 15' 9"
<b>Rig:</b> Full-rigged ship	<b>Beam:</b> 34' 6"
<b>Homeport:</b> Rio de Janeiro, Brazil	<b>Rig height:</b> 152'
<b>Sparred length:</b> 254'	<b>Freeboard:</b> 5' 3"
<b>LOA:</b> 249'	<b>Sail area:</b> 23,627 square feet
<b>LOD:</b> 205'	<b>Tons:</b> 703 GRT
<b>LWL:</b> 183'	<b>Power:</b> 1001 HP diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** Sail Training for Officers and Cadets from Brazilian Navy, Academy of Merchant Marine and other Naval schools.

**Program type:** Sail training, goodwill ship and representation for Brazilian Navy

**Normal Cruising Waters:** Worldwide

**Season:** Year-round

**Designer:** Gerard Dijkstra

**Built:** 2000: Amsterdam, Holland, Damen shipyards

**Crew:** 52 **Trainees-passengers:** 31

**Contact:** Embassy of Brazil, 3006 Massachusetts Ave NW, Washington, DC USA

**Tel:** 202-238-2805 **Fax:** 202-238-2827

**Website:** [www.brasilemb.org](http://www.brasilemb.org)





Photo by Anthony Pepitone

## CLEARWATER

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

*Clearwater* is the only full-sized replica of the 18th and 19th century merchant vessels known as Hudson River sloops. Owned and operated by the Hudson River Sloop Clearwater, Inc., a non-profit membership organization dedicated to defending and restoring the Hudson River and related waterways, *Clearwater* has served as both a platform for hands-on environmental education and as a symbol for grassroots action, since 1969. She sails seven days a week, carrying as many as 50 passengers for three to five-hour educational programs. Adults and children take part in a range of activities involving water life, water chemistry, sail raising, steering, piloting and more. A USCG licensed captain is in charge, and an education specialist directs the program. The six permanent crew work four-month seasons, and are supplemented by apprentices, education interns, and volunteers.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 6' 6"
<b>Rig:</b> Gaff topsail sloop	<b>Beam:</b> 24'
<b>Homeport:</b> Beacon, NY	<b>Rig height:</b> 108'
<b>Sparrd length:</b> 106'	<b>Sail area:</b> 4,350 square feet
<b>LOA:</b> 76' 6"	<b>Tons:</b> 69 GRT
<b>LOD:</b> 76' 6"	<b>Power:</b> 190 HP diesel
<b>LWL:</b> 67'	<b>Hull:</b> wood

### FACTS

**Who sails?** Students of all ages, individuals, families, and groups

**Program type:** Sail training for crew and apprentices; sea education in marine science, maritime history, and ecology; passenger daysails; dockside interpretation during port visits

**Normal cruising waters:** Hudson River, New York Harbor, Long Island Sound

**Season:** April through October

**Designer:** Cy Hamlin

**Built:** 1969: South Bristol, ME, Harvey Gamage Shipyard

**Crew:** 6 **Trainees-passengers:** 50 daysails

**Contact:** Captain, Hudson River Sloop Clearwater, Inc., 724 Wolcott Ave., Beacon, NY 12508 USA

**Tel:** 845-265-8080

**E-mail:** office@clearwater.org

**Website:** www.clearwater.org



## USS CONSTITUTION

### CERTIFICATION



#### Certification:

Commissioned Naval Vessel

### STORY

USS *Constitution*, authorized in 1794 as one of six frigates for the new U.S. Navy, is the world's oldest commissioned warship afloat. Built to defend American commerce, she pursued French privateers in the Caribbean and defeated the Tripolitan Corsairs in the Mediterranean. *Constitution's* fame rests in three War of 1812 victories against the Royal Navy. When battling HMS *Guerriere*, a *Constitution* sailor noticed that British shot didn't penetrate her thick oaken sides - "Huzza! Her sides are made of iron!" - thus, the nickname, "Ironsides". False rumors of her demise led Harvard student Oliver Wendell Holmes to write "Old Ironsides" in 1830, promoting the ship's survival. Throughout the 19th century the Navy used *Constitution* for diplomatic missions, in the West Africa anti-slavery patrol, as a Naval Academy training vessel, and a receiving ship. The 1927-1931 restoration culminated in "Old Ironsides" being towed to the three U.S. coasts as thanks for the support of the ship's preservation. The Charlestown Navy Yard, Boston, became *Constitution's* home base in 1897, where she is less than one mile from her 1797 launch site. USS *Constitution* is open for tours year-round, free of charge.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 172'
<b>Rig:</b> Full-rigged ship	<b>Sail area:</b> 44,000+square feet
<b>Homeport:</b> Charlestown, MA	<b>Hull:</b> wood
<b>Sparred length:</b> 306'	
<b>LWL:</b> 175'	
<b>Draft:</b> 22'	
<b>Beam:</b> 43' 6"	

### FACTS

**Program type:** Dockside interpretation  
**Built:** 1797: Boston, MA, Edmond Hartt Shipyard  
**Normal cruising waters:** Boston Harbor  
**Crew:** 80+  
**Contact:** Commanding Officer, USS *Constitution*, Charlestown Navy Yard, Charlestown, MA 02129-1797 USA  
**Tel:** 617-242-5670 **Fax:** 617-242-2308  
**Website:** [www.navy.mil/local/constitution/](http://www.navy.mil/local/constitution/)





## USS CONSTELLATION

### CERTIFICATION



#### USCG certification:

Uninspected Vessel (Museum Ship)

### STORY

The last all-sail warship built by the US Navy, USS *Constellation* served her country for nearly 100 years in both military and non-military roles. From 1859-1861, she was the flagship of the US African Squadron charged with the mission of intercepting vessels engaged in the illegal slave trade along the coast of West Africa. During the Civil War, *Constellation* saw duty in the Mediterranean Sea protecting American interests, and later was reassigned to the US as part of the Gulf Coast Blockading Squadron. During her later years, she sailed as a training ship for the US Naval Academy and then as a stationary training ship at the Naval War College in Newport, Rhode Island. She was last under sail in 1893. Her final role as a commissioned vessel came during World War II when she served as flagship of the US Atlantic Fleet. In 1955, *Constellation* was brought to Baltimore to be preserved as a national shrine. The ship underwent a massive restoration (1996-1999) to return her to her original 1854 configuration. She is now open for public tours, offering a wide array of living history and educational programs.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 42'
<b>Rig:</b> Full-rigged ship	<b>Rig height:</b> 165'
<b>Homeport:</b> Baltimore, MD	<b>Freeboard:</b> 16'
<b>Sparred length:</b> 282'	<b>Sail area:</b> 20,000 square feet
<b>LOA:</b> 200'	<b>Hull:</b> wood
<b>LOD:</b> 179'	
<b>LWL:</b> 176'	
<b>Draft:</b> 21'	

### FACTS

**Program type:** Dockside interpretation, overnight and day education programming, public tours

**Designer:** John Lenthall

**Built:** 1854: Gosport Naval Shipyard, Portsmouth, VA, US Navy

**Contact:** Historic Ships in Baltimore, Pier 1, 301 East Pratt Street, Baltimore, MD 21202 USA

**Tel:** 410-539-1797 **Fax:** 410-539-6238

**E-mail:** [administration@historicships.org](mailto:administration@historicships.org)

**Website:** [www.historicships.org](http://www.historicships.org)



## CORWITH CRAMER

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

Along with the SSV *Robert C. Seamans*, the SSV *Corwith Cramer* is owned and operated by the Sea Education Association (SEA) of Woods Hole, Massachusetts. Built in 1987 and named for SEA's founder, the 134-foot steel brigantine was the first vessel built to the stringent safety requirements of the Sailing School Vessels Act. She is outfitted with an oceanographic laboratory, classroom, library, and computer laboratory. SEA's fully accredited study abroad program, SEA Semester®, is the leading off-campus Environmental Studies program focused on the ocean. While the academic focus varies, each summer or semester program offers an interconnected suite of courses designed to explore a specific ocean-related theme. All programs include classroom instruction on shore followed by a sailing research voyage at sea. SEA Semester students are motivated undergraduates of all majors who are passionate about learning, inspired to tackle and address real-world problems, and eager to become part of an unparalleled learning community.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 110'
<b>Rig:</b> Brigantine	<b>Sail area:</b> 7,500 square feet
<b>Homeport:</b> Woods Hole, MA	<b>Tons:</b> 158 GRT
<b>Sparred length:</b> 134'	<b>Power:</b> Cummins KTA19, 500 HP
<b>LOD:</b> 98'	<b>Hull:</b> steel
<b>LWL:</b> 87' 6"	
<b>Draft:</b> 12' 6"	
<b>Beam:</b> 26'	

### FACTS

**Who sails?** Undergraduates admitted by competitive selection from over 150 colleges and universities worldwide per year.

**Program type:** Undergraduate study abroad programs combining up to 6 weeks of academic study on shore with up to 6 weeks of oceanographic research under sail at sea.

**Normal cruising waters:** North Atlantic Ocean, Caribbean Sea, Mediterranean Sea

**Season:** Year-round

**Designer:** Woodin & Marean, Inc. Naval Architects & Marine Engineers; Wiscasset, ME

**Built:** 1987

**Crew:** 6 professional mariners and 4 scientists

**Trainees-passengers:** 24-25

**Contact:** Sea Education Association (SEA), PO Box 6, Woods Hole, MA 02543 USA

**Tel:** 508-540-3954 or 800-552-3633 **Fax:** 800-977-8516

**E-mail:** [admissions@sea.edu](mailto:admissions@sea.edu)

**Website:** [www.sea.edu](http://www.sea.edu)





Photo by Thad Koza

## CREOULA

### CERTIFICATION



#### Certification:

Portuguese Naval Vessel

### STORY

*Creoula* is a 4-masted, steel-hulled schooner built in 1937 in a record 62 workdays. She was constructed for a Portuguese fishing company, Parceria Geral de Pescarias, and until her last trip in 1973, *Creoula* had wooden topmasts, booms, and gaffs. The standing rigging has always been steel, and the running rigging was originally made from sisal rope. Until 1973, this 4-masted schooner spent 37 consecutive years working the cold waters off Grand Banks, Newfoundland. The ship typically set sail from Lisbon in April for Nova Scotia, where she remained until the end of May. After renewing supplies in Sydney, Nova Scotia, or St. John's, Newfoundland, *Creoula* would sail to Greenland, where she fished until mid-September. In 1979, she was purchased from the Portuguese Department of Fisheries with the intention of converting her to a museum of fishery. A survey showed her hull to be in impeccable condition, however, and a decision was made to restore her as a sail training vessel. She is now owned by the Portuguese Navy but carries only civilian cadets and trainees.

### SPECIFICATIONS

**Flag:** Portugal

**Rig:** Schooner, 4-masted

**Homeport:** Lisbon,  
Portugal

**Sparred length:** 221'

**Draft:** 15' 6"

**Beam:** 32' 6"

**Hull:** steel

### FACTS

**Program type:** Sail training vessel

**Normal cruising waters:** Worldwide

**Season:** Year-round

**Built:** 1937

**Contact:** Naval Attache of Portugal, Embassy of Portugal,  
2012 Massachusetts Ave., NW, Washington, DC 20008 USA

**Tel:** 202-232-7632



Photo by Thad Koza

## CUAUHTEMOC

### CERTIFICATION



**Certification:**  
Mexican Naval Vessel

### STORY

The sail training ship *Cuauhtemoc*, "tireless navigator", has covered 378,725 nautical miles and trained officers of the Mexican Navy for nearly 20 years. Through almost two decades, it's accomplishments have been acknowledged and praised by other navies in the world. The ship has participated in important regattas like the Colón Regatta, the Cutty Sark Tall Ship Races, and the Centenary of Osaka Port Modernization Regatta, among others. The sail training ship *Cuauhtemoc* is undoubtedly a living symbol of the sailor spirit that characterizes the personnel of the Mexican Navy, who are always ready to serve their country.

### SPECIFICATIONS

<b>Flag:</b> Mexico	<b>Draft:</b> 17' 1"
<b>Rig:</b> Barque	<b>Beam:</b> 39' 4"
<b>Homeport:</b> Puerto de Acapulco, Mexico	<b>Sail area:</b> 25,489 square feet
<b>Sparred length:</b> 270'	<b>Power:</b> 1,125 HP engine
<b>LWL:</b> 220' 4"	<b>Hull:</b> steel

### FACTS

**Who sails?** Captains, officers, cadets, and sailors of the Mexican Navy  
**Program type:** Sail training vessel  
**Normal cruising waters:** Worldwide  
**Season:** Year-round  
**Built:** 1982: Bilbao, Spain, Celaya Shipyards  
**Crew:** 123 (officers and sailors)  
**Contact:** Naval Attache of Mexico, Embassy of Mexico, 1911 Pennsylvania Avenue, NW, Washington, DC 20006 USA  
**Tel:** 202-728-1760  
**E-mail:** navalmx@msn.com or buquetemoc@hotmail.com





Photo by Thad Koza

## DAR MŁODZIEŻY

### CERTIFICATION



**Certification:**  
Special Purpose Vessel

### STORY

*Dar Młodzieży*, "gift of the children", is a full-rigged ship designed by the distinguished Polish Naval architect Zygmunt Choren and is the flagship of the Merchant Marine Academy in Gdynia, Poland. *Dar Młodzieży* was funded in part by contributions of elementary school children during the 1960s and 1970s. Commissioned in 1982, she replaced the venerable *Dar Pomorza*, "gift of Pomoraze" (a reference to the coastal region of Poland), which served Poland for more than six decades before her retirement. *Dar Młodzieży*'s distinctive design served as the prototype for a class of vessels (five in all) built in Gdansk for the Russian confederation of the 1980s. *Mir*, *Druzhba*, *Pallada*, *Nasheba* and *Khersones* are true sister ships and vary only slightly in dimensions and configuration.

### SPECIFICATIONS

<b>Flag:</b> Poland	<b>Rig height:</b> 162'
<b>Rig:</b> Full-rigged ship	<b>Sail area:</b> 32,453 square feet
<b>Homeport:</b> Gdynia, Poland	<b>Tons:</b> 2,385 GRT
<b>Sparred length:</b> 360'	<b>Power:</b> Cegielski - Sulzer type 8 AL 20/24, 2 * 750 PS (552 kW)
<b>LOD:</b> 311'	<b>Hull:</b> steel
<b>Draft:</b> 20' 7"	
<b>Beam:</b> 45' 9"	

### FACTS

**Who sails?** Students of the Gdynia Maritime University  
**Normal cruising waters:** Worldwide  
**Season:** Year-round  
**Designer:** Zygmunt Choren  
**Built:** 1982: Gdansk, Poland  
**Crew:** 40 **Trainees-passengers:** 150  
**Contact:** Gdynia Maritime University, Morska 81-8, 81-225 Gdynia, Poland  
**Website:** [www.wsm.gdynia.pl/](http://www.wsm.gdynia.pl/)



Photo by Chris Winters

## DENIS SULLIVAN

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)  
Sailing School Vessel (Subchapter R)

### STORY

The S/V *Denis Sullivan*, owned and operated by Discovery World Ltd., was completed by over 900 volunteers in 2000. This replica of a Great Lakes schooner, and Flagship of Wisconsin, operates as a floating classroom and goodwill ambassador for the State of Wisconsin. From her homeport in Milwaukee on Lake Michigan, the schooner offers educational day sails and private charters for people of all ages from May through September and is committed to re-establishing the historical, cultural and environmental bonds between the community and one of its most valuable resources, the Great Lakes. She winters in Florida, the Bahamas and Caribbean. Three hour LakeWatch Expeditions and Dockside Discovery educational programs are offered for 5th through 12th graders. High school and college students can partake in five to 14-day Science Under Sail™ programs in the Great Lakes, Bahamas and Caribbean.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 24'
<b>Rig:</b> Schooner, 3-masted	<b>Rig height:</b> 95'
<b>Homeport:</b> Milwaukee, WI	<b>Sail area:</b> 5,916 square feet
<b>Sparred length:</b> 137'	<b>Tons:</b> 99 GRT
<b>LOA:</b> 99'	<b>Power:</b> twin 180 HP diesels
<b>LOD:</b> 98'	<b>Hull:</b> wood
<b>LWL:</b> 88' 4"	
<b>Draft:</b> 8' 9"	

### FACTS

**Who sails?** Students and the general public

**Program type:** Sail training for crew, volunteers, and paying trainees; sea education in maritime history, ecology, and marine science; professional development for educators; passenger daysails; dockside interpretation while in port

**Normal cruising waters:** Great Lakes, Florida, Bahamas

**Season:** Year-round

**Designer:** Timothy Graul

**Built:** 2000: Milwaukee, WI, Rob Stevens

**Crew:** 10 **Trainees-passengers:** 50 daysails, 16 overnight

**Contact:** Jeff Phillips, Marine Operations Manager, Discovery World, 500 North Harbor Drive, Milwaukee, WI 53202 USA

**Tel:** 414-765-8641 **Fax:** 414-765-0311

**E-mail:** JPhillips@discoveryworld.org

**Website:** www.discoveryworld.org





## DRAKEN HARALD HÅRFAGRE

### CERTIFICATION



**Certification:**

### STORY

The Vikings left almost no record how they built their ships or how they sailed them. In the summer of 2010, on a small island in Norway, a band of veteran boat builders, craftsman and artists undertook the challenge to build the largest Viking longship to sail in modern times. The *Draken Harald Hårfagre* was created from a patchwork of historical clues. Builders looked at the archaeological record, what bits of Viking ships have been found and they used the knowledge of the traditional wooden ship builders along the Norwegian coast. Inspiration was also drawn from the sagas that were written down a couple hundred years after the Viking times. Plank by plank, nail by nail, stitch by stitch they slowly constructed the vessel. Upon its completion the *Draken* performed a series of multi-year sea trials to assess the sea worthiness and sailing characteristics of the vessel. On April 26th, 2016, the *Draken Harald Hårfagre* and a multinational crew of 32 sailors departed from Haugesund, Norway and set out to recreate the voyage that brought the earliest European explorers to the North American continent. After sailing to the Shetland Islands, Faroe Islands, Iceland, and Greenland, the ship arrived in St. Anthony, Newfoundland just south of the only known Viking settlement in North America, L'Anse aux Meadows. Currently, the ship is docked at Mystic Seaport while the crew plan and prepare for a voyage along the East Coast of the United States in the summer of 2018.

### SPECIFICATIONS

<b>Flag:</b> Norway	<b>Beam:</b> 26'
<b>Rig:</b> Viking long boat	<b>Sail area:</b> 2,800 square feet
<b>Homeport:</b> Haugesund, Norway	<b>Tons:</b> 90 tons
<b>LOA:</b> 115'	<b>Power:</b> 100 oarsmen
	<b>Hull:</b> Seasoned Oak

### FACTS

**Contact:** Emanuel Persson, VIKING KINGS AS, PO Box 420, 5501 Haugesund, Norway  
**Tel:** 917-471-2245  
**E-mail:** Emanuel@vikingkings.com  
**Website:** www.drakenhh.com



## DEWARUCI

### CERTIFICATION



#### Certification:

Indonesian Naval Vessel

### STORY

KRI *Dewaruci*, the beautiful barquentine flying the red and white Indonesian flag, is the largest tall ship in the Indonesian Navy. She was built in 1952 by H. C. Stulchen and Son of Hamburg, Germany and launched in 1953. Since then, the ship has served the Indonesian Navy as a sail training vessel and as a successful ambassador of goodwill for the people of Indonesia. *Dewaruci's* name and figurehead represent the mythological Indonesian god of truth and courage.

### SPECIFICATIONS

<b>Flag:</b> Indonesia	<b>Draft:</b> 13'
<b>Rig:</b> Barquentine	<b>Beam:</b> 31'
<b>Homeport:</b> Surabaya, Indonesia	<b>Rig height:</b> 119' 7"
<b>Sparred length:</b> 191'	<b>Freeboard:</b> 15' 1"
<b>LOA:</b> 165'	<b>Sail area:</b> 11,738 square feet
<b>LOD:</b> 163' 1"	<b>Tons:</b> 847 GRT
<b>LWL:</b> 138' 4"	<b>Power:</b> 986 HP diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** Cadets of the Indonesian Naval Academy  
**Program type:** Sail training and sea education for Indonesian Naval cadets  
**Normal cruising waters:** Indonesian waters, Indian Ocean, Pacific Ocean  
**Season:** Year-round  
**Built:** 1952: Hamburg, Germany, H.C. Stulchen & Sohn  
**Certification:** Commissioned Naval vessel  
**Crew:** 70 **Trainees-passengers:** 80  
**Contact:** Indonesian Naval Attaché, Defense Attaché Office, 2020 Massachusetts Avenue NW, Washington, DC 20036 USA





Photo by Thad Koza

## EAGLE

### CERTIFICATION



#### USCG certification:

Commissioned Naval Vessel

### STORY

One of five sister ships built for sail training in Germany in the 1930s, *Eagle* was included in reparations paid to the United States following World War II and the Coast Guard took her over as a training ship. Aboard the *Eagle*, cadets have a chance to put into practice the navigation, engineering, and other skills they are taught at the Coast Guard Academy. As underclassmen, they fill positions normally taken by the enlisted crew of a ship, including watches. They handle the more than 20,000 square feet of sail and more than 20 miles of rigging. Over 200 lines must be coordinated during a major ship maneuver, and the cadets must learn the name and function of each. As upperclassmen, they perform officer-level functions. For many, their tour of duty aboard the *Eagle* is their first experience of life at sea and it is here that they learn to serve as the leaders they will one day become in the Coast Guard. *Eagle* is safely maintained and operated by six officers and 49 crew who are stationed on board for two to three years at a time. This experienced core provides leadership and coaching to over 700 trainees and 60 short term temporary crew each year.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 147' 3"
<b>Rig:</b> Barque	<b>Freeboard:</b> 9' 1"
<b>Homeport:</b> New London, CT	<b>Sail area:</b> 22,300 square feet
<b>Sparred length:</b> 295'	<b>Tons:</b> 1,824 GRT
<b>LOA:</b> 266' 8"	<b>Power:</b> 1,000 HP diesel
<b>LWL:</b> 231'	Caterpillar D399 engine
<b>Draft:</b> 17'	<b>Hull:</b> steel
<b>Beam:</b> 39'	

### FACTS

**Who sails?** US Coast Guard cadets and officer candidates

**Program type:** Military training

**Normal cruising waters:** US East Coast, Caribbean, Europe

**Season:** Summer cruises with cadets, Fall and Spring cruises with officer candidates

**Built:** 1936: Hamburg, Germany, Blohm & Voss

**Crew:** 55

**Contact:** Commanding Officer, USCGC EAGLE, 45 Mohegan Ave., New London, CT 06320 USA

**Tel:** 860-439-1562

**Website:** [www.facebook.com/coastguardcuttereagle](http://www.facebook.com/coastguardcuttereagle)



Photo by Thad Koza

## ELISSA

### CERTIFICATION



**USCG certification:** Cargo and Miscellaneous Goods (Subchapter I)

### STORY

In 1975, a rusted iron hulk lay in the waters of Piraeus, Greece. Nearly 100 years earlier, she had sailed the world's oceans as a proud square-rigged sailing ship. Cut down, leaking and decrepit, she waited a cable's length from the scrap yard. Today, *Elissa* remains one of the hallmarks of maritime preservation. Lovingly restored and maintained, she sails again, continuing a far longer life than most ships are ever granted. She tests her readiness annually in a series of sea trials amid the oil rigs and shrimpers off Galveston Island. Working under professional officers, her volunteer crew completes an extensive dockside-training program. As funds allow, she makes longer voyages.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 110'
<b>Rig:</b> Barque	<b>Freeboard:</b> 10'
<b>Homeport:</b> Galveston, TX	<b>Sail area:</b> 12,000 square feet
<b>Sparred length:</b> 205'	<b>Tons:</b> 411 GRT
<b>LOA:</b> 155'	<b>Power:</b> 450 HP diesel
<b>LOD:</b> 150'	<b>Hull:</b> iron
<b>Draft:</b> 10'	
<b>Beam:</b> 28'	

### FACTS

**Who sails?** School groups from middle school through college; individuals of all ages

**Program type:** Sail training for crew and apprentices; sea education in maritime history based on informal, in-house training; dockside interpretation

**Normal cruising waters:** Coastal waters near Galveston

**Season:** April to November

**Built:** 1877: Aberdeen, Scotland, Alexander Hall and Sons Yard

**Crew:** 40 **Trainees-passengers:** 85 daysails

**Contact:** Texas Seaport Museum/Galveston Historical Foundation, Pier 21, No. 8, Galveston, TX 77550 USA

**Tel:** 409-763-1877 **Fax:** 409-763-3037

**E-mail:** [elissa@galvestonhistory.org](mailto:elissa@galvestonhistory.org)

**Website:** [www.tsm-elissa.org](http://www.tsm-elissa.org)





## EMPIRE SANDY

### CERTIFICATION



#### Certification:

Transport Canada Certified Passenger Vessel

### STORY

The 200-foot topsail schooner the *Empire Sandy* is Canada's largest schooner. Built in 1943, she sails with 11,000 square feet of canvas and has double cannons that are fired at special times. Sails are hoisted as the tall ship departs and the wind is harnessed to propel the 740 ton *Empire Sandy* along Toronto's scenic waterfront. Wide expansive decks and wood paneled dining areas set the tone for a comfortable, exhilarating experience. Transport Canada Marine Safety certified to carry up to 275 passengers, the *Empire Sandy* has hosted a variety of small and large groups. Weddings, corporate functions, dinner dance events, canal tours and more. The *Empire Sandy* can seat 166 passengers at one time for dining purposes. Moored at the foot of Spadina Avenue at Queens Quay's water edge in Toronto Harbour, the *Empire Sandy* is also certified for out of town trips.

### SPECIFICATIONS

**Flag:** Canada  
**Rig:** Tern schooner  
**Homeport:** Toronto, Ontario, Canada  
**Sparred length:** 203'  
**Draft:** 15' 2"  
**Beam:** 30' 1"

**Rig height:** 116'  
**Sail area:** 11,000 square feet  
**Tons:** 485 GRT  
**Power:** (Single Screw) CAT 3406-E diesel  
**Hull:** steel

### FACTS

**Who sails?** All ages

**Program type:** Public daysails, private charters

**Normal cruising waters:** Toronto Harbour and Lake Ontario

**Season:** April - November

**Designer:** British Admiralty

**Built:** 1943: Willington Quay-on-Tyne, U.K.

**Crew:** 25 **Trainees-passengers:** 275 daysails

**Contact:** Nautical Adventures, 600 Queens Quay West, Suite 103, Toronto, Ontario M5V 3M3 Canada

**Tel:** 416-364-3244

**E-mail:** meaghan@nauticaladventure.com

**Website:** www.nauticaladventure.com or www.empiresandy.com



Photo by Thad Koza

## ESMERALDA

### CERTIFICATION



**Certification:**  
Chilean Naval Vessel

### STORY

The pride of the Chilean Navy, *Esmeralda* was built in Cadiz, Spain from plans used to build Spain's *Juan Sebastian de Elcano*. Both vessels were constructed from Camper & Nicholson design at the same yard, though some 27 years apart. The only difference between these two elegant 4-masters are the additional fore-and-aft sail on the *Sebastian's* foremast, designating her as a topsail schooner, and the slightly flatter angle of *Esmeralda's* bowsprit. *Esmeralda* was completed in 1954. Her distinctive figurehead represents a giant Andes condor, the national bird of Chile.

### SPECIFICATIONS

**Flag:** Chile  
**Rig:** Barquentine, 4-masted  
**Homeport:** Valparaiso, Chile  
**Sparred length:** 371'

**Draft:** 19' 8"  
**Beam:** 42' 8"  
**Hull:** steel

### FACTS

**Program type:** Sail training vessel of the Chilean Navy

**Normal cruising waters:** Worldwide

**Designer:** Camper & Nicholson

**Built:** 1952 – 1954, Cadiz, Spain

**Contact:** Embassy of the Republic of Chile, 1875 Connecticut Ave NW #700, Washington, DC 20009 USA

**Tel:** 202-785-1746 **Fax:** 202-887-5579





## ETOILE

### CERTIFICATION



**Certification:**

French Naval Vessel

### STORY

Along with her sister ship *La Belle Poule*, the schooner *Etoile* serves the French Navy in the training of future officers. Designed with the hull shape and the rigging of fishing vessels from Breton, *La Belle Poule* and *Etoile* were built in 1932 in the fishing port of Fecamp in northern Normandy, France. During World War II, both vessels relocated to Portsmouth, England, where they served the Free France Forces. They are permitted to fly the French ensign with the imposed Cross of Lorraine in recognition of their service during the war.

### SPECIFICATIONS

<b>Flag:</b> France	<b>Draft:</b> 12'
<b>Rig:</b> Topsail schooner	<b>Beam:</b> 24'
<b>Homeport:</b> Brest, France	<b>Hull:</b> wood
<b>Sparred length:</b> 124'	

### FACTS

**Program type:** Sail training vessel of the French Navy  
**Built:** 1932: Fecamp, Normandy, France  
**Contact:** Embassy of France, 4101 Reservoir Road, NW, Washington, DC 20007 USA  
**Tel:** 202-944-6000 **Fax:** 202-944-6166



## EXY JOHNSON

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)  
Passenger Vessel (Subchapter T)

### STORY

The Los Angeles Maritime Institute (LAMI) launched the twin brigantines, *Exy Johnson* and *Irving Johnson*, in 2002 for the TopSail Youth Program. TopSail recognizes that the shipboard environment is challenging yet nurturing, encouraging exploration and self-reliance. TopSail is notably effective with youth who are not coping well with the demands of society and are at risk of dropping out of school and giving up. The 2007 research findings from the University of Edinburgh-Sail Training International study describe TopSail as "highly successful, developing personal and social confidence, and the ability to work together with others." With the premise that 'school is where the kids are', TopSail youth engage in building cooperation, courage, confidence and character in the real-world classroom of the sea. LAMI is a volunteer-driven, youth-focused, educational 'family' organization. They welcome the skills and enthusiasm of people of all ages and all walks of life to sail with youth, maintain the tall ships, and be involved in many other ways.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 21' 9"
<b>Rig:</b> Brigantine	<b>Rig height:</b> 87' 8"
<b>Homeport:</b> Los Angeles, CA	<b>Sail area:</b> 4,540 square feet
<b>Spurred length:</b> 110' 8"	<b>Tons:</b> 99 GRT
<b>LOA:</b> 90'	<b>Power:</b> 315 HP diesel
<b>LOD:</b> 81' 7"	<b>Hull:</b> wood
<b>LWL:</b> 72' 6"	
<b>Draft:</b> 11'	

### FACTS

**Who sails?** Youth/school groups from diverse communities, mostly from middle schools in urban areas  
**Program type:** Educational sailing adventures for youth and adult groups  
**Normal cruising waters:** Southern California and offshore islands  
**Season:** Year-round  
**Designer:** Henry Gruber/W.I.B. Crealock  
**Built:** 2002: Allan Rawl/Brigantine Boatworks  
**Contact:** Captain Bruce Heyman, Executive Director, Los Angeles Maritime Institute, Berth 73, Suite 2, San Pedro, CA 90731 USA  
**Tel:** 310-833-6055 **Fax:** 310-548-2055  
**E-mail:** [director@LAMITopSail.org](mailto:director@LAMITopSail.org)  
**Website:** [www.LAMITopSail.org](http://www.LAMITopSail.org)





Photo by Frank Scheme

## FAIR JEANNE

### CERTIFICATION



#### Certification:

Transport Canada: Near-Coastal

### STORY

Designed and built in 1982 by the late Captain Thomas G. Fuller, *Fair Jeanne* was first sailed as a private yacht. Captain Fuller was one of Canada's most decorated WWII naval war heroes, earning the name "Pirate of the Adriatic". His wartime experience taught him the value of instilling confidence and resourcefulness in our youth while at sea. More than 100,000 nautical miles and 35 years later, *Fair Jeanne* is now in service as a sail training vessel for Bytown Brigantine, a non-profit charitable organization dedicated to fostering leadership, confidence, and self-reliance in youth through the adventure of square-rigged sailing. During the summer months she provides voyages for youth 13-18 years old, and is also a floating high school offering Ontario Secondary School credit courses. During the spring and fall she also provides voyages for school groups and adults.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>Draft:</b> 6' 6", with hydraulic centreboard 13'
<b>Rig:</b> Brigantine	<b>Rig height:</b> 80'
<b>Homeport:</b> Brockville, Ontario, Canada	<b>Freeboard:</b> 8'
<b>Sparred length:</b> 110'	<b>Sail area:</b> 4,000 square feet
<b>LOD:</b> 82'	<b>Tons:</b> 136 GRT
<b>LWL:</b> 62'	<b>Power:</b> 235 HP diesel
<b>Beam:</b> 24' 6"	<b>Hull:</b> fiberglass on steel

### FACTS

**Who sails?** Middle school, high school, college, adults  
**Program type:** Sail training for paying trainees; overnight voyages; dockside interpretation; bursary programs available  
**Normal cruising waters:** Great Lakes and East Coast  
**Season:** Spring, summer and fall  
**Designer:** Captain Thomas G. Fuller  
**Built:** 1982: Ottawa, Ontario, Canada, T. G. Fuller  
**Crew:** 2 permanent, 8 high school and university officers  
**Trainees-passengers:** 24  
**Contact:** Bytown Brigantine, Inc., 2700 Queensview Drive, Ottawa, Ontario K2B 8H6 Canada  
**Tel:** 613-596-6258 Fax: 613-596-4335  
**E-mail:** [info@tallshipsadventure.org](mailto:info@tallshipsadventure.org)  
**Website:** [www.tallshipsadventure.org](http://www.tallshipsadventure.org)



Photo by Thad Koza

## FALKEN

### CERTIFICATION



**Certification:**  
Swedish Naval Vessel

### STORY

*Falken* and her sister ship *Gladan* are twin schooners built in 1947, in the same yard and according to the same plans. Differentiated only by their sail numbers, these two vessels train future officers of the Swedish Royal Navy, as they have since their commissioning.

### SPECIFICATIONS

**Flag:** Sweden  
**Rig:** Schooner  
**Homeport:** Karlskrona,  
Sweden

**Sparred length:** 129'  
**Draft:** 13' 9"  
**Beam:** 23'  
**Hull:** steel

### FACTS

**Program type:** Sail training vessel of the Swedish Royal Navy  
**Built:** 1947  
**Contact:** Embassy of Sweden, 1501 M Street, NW, Suite 900,  
Washington, DC 20005-1702 USA  
**Tel:** 202-467-2600 **Fax:** 202-467-2699





## FAME

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

*Fame* is a full-scale replica of a privateer schooner that sailed from Salem during the War of 1812. We offer two-hour cruises on Salem Sound, where pirates, privateers, East Indiamen and men of war have been making history for 400 years. *Fame* sails up to four times daily (weather permitting) from May through October from Pickering Wharf Marina in downtown Salem. The original *Fame* was one of the first American privateers to get to sea; her capture of the ship *Concord* and the brig *Elbe* on July 4, 1812 appear to have been the first prizes taken by any American privateer. *Fame* took at least 21 prizes in the waters off Maine, Massachusetts, Nova Scotia and New Brunswick before being wrecked in the Bay of Fundy in 1814. *Fame* preyed primarily on British and Canadian merchantmen, but she also seized several American vessels that were trading with the enemy - a widespread practice during the unpopular war.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 15'
<b>Rig:</b> Chebacco schooner	<b>Rig Height:</b> 70'
<b>Homeport:</b> Salem, MA	<b>Freeboard:</b> 4'
<b>Sparred Length:</b> 70'	<b>Sail Area:</b> 1,300 square feet
<b>LOA:</b> 60'	<b>Tons:</b> 29 GRT
<b>LOD:</b> 55'	<b>Power:</b> 160 HP Yanmar
<b>LWL:</b> 49'	<b>Hull:</b> Oak
<b>Draft:</b> 6' 4"	

### FACTS

**Who sails?** Everyone

**Program Type:** Public sails; private charters; summer camp, education sails

**Normal cruising waters:** Coastal New England

**Season:** May through October

**Designer:** H. A. Burnham

**Built:** 2003: Essex, MA, H.A. Burnham

**Crew:** 2 **Trainees-passengers:** 49 daysails, 11 overnight

**Contact:** Captain Mike Rutstein, 98 Washington Square #1  
Salem, MA 01970 USA

**Tel:** 978- 729-7600

**E-mail:** SchoonerFame@gmail.com

**Website:** www.SchoonerFame.com



## FREDA B

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

Originally commissioned as the *Spirit of St. Augustine*, she was designed by legendary East Coast naval architect, Charles Wittholtz. Her traditional gaff rigged design was intended for comfortable offshore passage-making between New England and Key West with well-appointed accommodations. Called *Liberty* during many of her 18 years of service, scores of guests enjoyed her before she was purchased in 2010 by Marina O'Neill and Paul Dines of SF Bay Adventures and brought to the Pacific Ocean. Re-christened the *Freda B*, she is now berthed in Sausalito, California, where she is available for private, custom parties and events for 2 to 49 passengers as well as public sails. *Freda B* is a comfortable, stable schooner. Once onboard, guests may relax and let the experienced crew take them sailing or are welcome to join in, hoist sails and take a turn at the helm. The crew is enthusiastic and loves to share sailing on the San Francisco Bay and beyond.

### SPECIFICATIONS

**Flag:** USA

**Rig:** Gaff-rigged topsail schooner

**Homeport:** San Francisco, CA

**LOA:** 78'

**LOD:** 70'

**LWL:** 65'

**Draft:** 8'

**Beam:** 17'

**Rig height:** 90'

**Freeboard:** 6'

**Tons:** 34 GRT

**Power:** Perkins 6-354

**Hull:** steel

### FACTS

**Who sails?** Individuals and groups

**Program type:** Public day sails, private day charters, offshore multi day excursions

**Normal cruising waters:** San Francisco Bay and Pacific Ocean

**Season:** February through November

**Designer:** Charles Wittholtz

**Built:** 1991: Treyworgy Yachts, FL

**Crew:** 4 **Trainees-passengers:** 49 daysails

**Contact:** Marina O'Neill, Sales and Event Manager/Owner, San Francisco Bay Adventures, 1001 Bridgeway 238, Sausalito, California, 94965 USA

**Tel:** 415-331-0444

**E-mail:** info@SFbayadventures.com

**Website:** www.schoonerfredab.com





## FRIENDS GOOD WILL

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

"We have met the enemy and they are ours...", Commander Oliver Hazard Perry, USN, Battle of Lake Erie, September 10, 1813. This famous dispatch, dashed off within an hour after the great guns fell silent, went on to reference a merchant sloop turned man-o-war. That sloop was *Friends Good Will*. The Michigan Maritime Museum launched a replica of this fateful vessel in 2004, rigged and sailed by Museum volunteers. The vessel serves as an historic flagship for the preservation of traditional maritime skills. The Michigan Maritime Museum also developed programs and curriculum, utilizing its Padnos Boat Shed as a rig shop and its ample exhibit space to assist in educating members, visitors, school groups of all ages and special tours about Michigan's maritime history and culture. Combining these resources with dockside interpretation and a day sail program throughout the summer, *Friends Good Will* employs traditional materials and skills to keep Michigan's rich maritime heritage alive.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 16' 10"
<b>Rig:</b> Square topsail sloop	<b>Rig Height:</b> 82'
<b>Homeport:</b> South Haven, MI	<b>Sail area:</b> 3,180 square feet
<b>Sparred Length:</b> 101'	<b>Tons:</b> 49.2 GRT
<b>LOD:</b> 56' 3"	<b>Power:</b> diesel
<b>Draft:</b> 8' 9"	<b>Hull:</b> wood

### FACTS

**Who sails?** Museum members, school groups, individuals and families

**Program Type:** Sail training for museum members and crew; passenger daysails; dockside interpretation, historical reenactment at home port and during port visits; education in history, geography, navigation, marine science for school groups of all ages.

**Normal cruising waters:** Upper Great Lakes

**Designer:** Scarano Boatbuilding, Inc.

**Built:** 2004: Albany, NY, Scarano Boatbuilding, Inc.

**Crew:** 7 **Trainees-passengers:** 28 daysails

**Contact:** Michigan Maritime Museum, 260 Dyckman Avenue, South Haven, Michigan 49090 USA

**Tel:** 269-637-8078 **Fax:** 269-637-1594

**E-mail:** [info@michiganmaritimemuseum.org](mailto:info@michiganmaritimemuseum.org)

**Website:** [www.MichiganMaritimeMuseum.org](http://www.MichiganMaritimeMuseum.org)



## FRIENDSHIP OF SALEM

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Friendship of Salem* is a full size replica of a Salem East Indiaman. Operated by the National Park Service at Salem Maritime National Historic Site, in coordination with many local partners, she was launched in 1998, and is typical of the class of commercial carriers commonly employed in both the East India and transatlantic trades during the early years of the new American republic. Her historic predecessor (built in Salem in 1797) is credited with 15 voyages to the Far East, South America, Mediterranean, and northern Europe. Taken as a prize of war by the British Royal Navy on a return voyage from Archangel, Russia, in 1812 and sold at auction in 1813, the original vessel's fate remains a mystery. Today's *Friendship of Salem* is built from a mix of wood laminates and solid timbers. Designed as a modern passenger, sail training, and moored attraction vessel exhibiting the look and function of a historic vessel, *Friendship of Salem* is accessible to the public for dockside tours, with occasional sails for crew training, public engagement and to attend tall ship events at New England ports.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 32'
<b>Rig:</b> Full-rigged ship	<b>Rig height:</b> 116'
<b>Homeport:</b> Salem, MA	<b>Freeboard:</b> 11'
<b>Sparred length:</b> 171'	<b>Sail area:</b> 9,409 square feet
<b>LOA:</b> 116'	<b>Tons:</b> 99 GRT
<b>LOD:</b> 104'	<b>Power:</b> twin 300 HP diesels
<b>LWL:</b> 99'	<b>Hull:</b> wood laminate
<b>Draft:</b> 11' 3"	

### FACTS

**Who sails?** Volunteer crew, general public and organized groups

**Program Type:** Dockside programs and hands on interpretation as an historic site exhibit; informal sea education in maritime history; Special events dockside in Salem and at other ports.

**Normal cruising waters:** NE Coastal Waters

**Season:** Open for tours all year, with irregular sailing days May-Oct.

**Designer:** Bay Marine, Inc., Barrington, RI

**Built:** 1998 Scarano Boats, Albany, NY; 1999-2002 Salem, MA., NPS with assistance from Dion Yacht Yard & USS Constitution Naval Detachment

**Crew:** 13 **Trainees-passengers:** 50 daysails

**Contact:** Jeremy Bumagin, Captain, Salem Maritime National Historic Site, 160 Derby Street, Salem, MA 01970 USA

**Tel:** 978-360-2080 **Fax:** 978-740-1685

**E-mail:** Jeremy\_bumagin@nps.gov

**Website:** www.nps.gov/sama





## FRITHA

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

The *SN Fritha* is a 74-foot tall ship used for training purposes at Northeast Maritime Institute (NMI) and is widely available for charters to the public. Students enrolled in Northeast Maritime Institute's Associate Degree of Applied Nautical Science program have the exciting opportunity to train and experience life at sea aboard the *Fritha*. Launched in 1986 in New Zealand and named for the heroine in Paul Gallico's book, *The Snow Goose*, the brigantine *Fritha* was built in New Zealand by traditional methods of craftsmanship that have resulted in a beautifully unique and rewarding sailing experience. NMI's Associate Degree of Applied Nautical Science program allows students to participate in all vessels operations aboard the *Fritha* including navigating, steering, and setting sail as well as daily maintenance duties. During this amazing educational experience, students work side by side with licensed instructors and highly trained crew while earning sea time towards their Mate 200 ton, Master 100 Ton near-coastal and Able-seaman United States Coast Guard licenses. *Fritha* can accommodate up to six passengers and is ready to take family and friends on an exciting and educational adventure.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 65'
<b>Rig:</b> Brigantine	<b>Freeboard:</b> 5'
<b>Homeport:</b> Fairhaven, MA	<b>Sail area:</b> 9,409 square feet
<b>Sparrd length:</b> 74'	<b>Tons:</b> 39 GRT
<b>LOD:</b> 54'	<b>Power:</b> Detroit 4-71 175 BHP
<b>LWL:</b> 47'	<b>Hull:</b> wood
<b>Draft:</b> 7'	
<b>Beam:</b> 15'	

### FACTS

**Who sails?** Students of the Northeast Maritime Institute, private charters  
**Program type:** Sail training  
**Normal cruising waters:** Southern New England  
**Designer:** Murray Peterson  
**Built:** 1985: New Zealand, McMullan and Wing  
**Crew:** 2 **Trainees-passengers:** 6 daysails, 6 overnight  
**Contact:** Northeast Maritime Institute, 32 Washington Street  
 Fairhaven, MA 02719 USA  
**Tel:** 508-992-4025 **Fax:** 508-992-1236  
**E-mail:** fritha@northeastmaritime.com  
**Website:** www.northeastmaritime.com



Photo by Doug Whitman

## GAZELA PRIMEIRO

### CERTIFICATION



**USCG certification:**  
Attraction Vessel

### STORY

Built in Portugal at the turn of the 20th century, *Gazela Primeiro* fished the Grand Banks for nearly seventy years. She would leave Portugal in the spring with 90 tons of salt, and return in the fall with 350 tons of salt cod. Since 1971, she has called Philadelphia home. Owned and operated by the Philadelphia Ship Preservation Guild, a nonprofit volunteer organization, *Gazela* sails as a goodwill ambassador for the Commonwealth of Pennsylvania and the Port of Philadelphia. She is the Official Tall Ship of Philadelphia. The volunteer members of the PSPG are involved in all aspects of repair and maintenance, as well as forming her crew, under the direction of professional officers. *Gazela* has been featured in several major motion pictures including "Interview with the Vampire", "The Widow of St. Pierre", and the documentary "The Irish in America".

### SPECIFICATIONS

<b>Flag:</b> USA	<b>LWL:</b> 133'
<b>Rig:</b> Barquentine, 3-masted	<b>Draft:</b> 17'
<b>Homeport:</b> Philadelphia, Pennsylvania	<b>Beam:</b> 26"
<b>Sparred length:</b> 177'	<b>Rig height:</b> 100'
<b>LOA:</b> 150'	<b>Sail area:</b> 8,910 square feet
<b>LOD:</b> 140'	<b>Tons:</b> 299 GRT
	<b>Power:</b> diesel
	<b>Hull:</b> wood, copper clad

### FACTS

**Who sails?** Volunteer members of the Philadelphia Ship Preservation Guild

**Program type:** Sail training for crew; sea education based on in-house programming; dockside interpretation both in homeport and on out-port visits

**Normal cruising waters:** Delaware River, Chesapeake Bay and the Atlantic Coast

**Built:** 1901: Setubal, Portugal

**Crew:** 31 (volunteer)

**Contact:** Philadelphia Ship Preservation Guild, 301 S.Columbus Blvd., Philadelphia, PA 19106 USA

**Tel:** 215-238-0280 **Fax:** 215-238-0281

**E-mail:** office@gazela.org

**Website:** www.gazela.org





## GERONIMO

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

*Geronimo* sails year-round throughout the North Atlantic with students from St. George's School. Students are taught Nautical Science and Marine Ecology while on board. During the school year and summer, *Geronimo* sails on 4 to 6-week long voyages that are the core of the program. Over the summer shorter programs are offered. Students stand watch, learn navigation and seamanship, and build teamwork and leadership skills. Additionally, student crew contribute to a long-term population study of sea turtles with the Archie Carr Center for Sea Turtle Research at the University of Florida. In the summer of 2015, the *Geronimo* program will return to Europe for the third time and start a two-year voyage throughout the North Atlantic.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 18' 7"
<b>Rig:</b> Cutter	<b>Rig height:</b> 85' 6"
<b>Homeport:</b> Newport, RI	<b>Freeboard:</b> 5'
<b>Sparred length:</b> 69' 8"	<b>Sail area:</b> 2,091 square feet
<b>LOA:</b> 69' 8"	<b>Tons:</b> 53 GRT
<b>LOD:</b> 68'	<b>Power:</b> diesel
<b>LWL:</b> 53' 11"	<b>Hull:</b> fiberglass
<b>Draft:</b> 6' 8" – 13' 5"	

### FACTS

**Who sails?** High school students

**Program type:** Marine/nautical science

**Normal cruising waters:** North Atlantic and Caribbean

**Season:** Year-round

**Designer:** Ted Hood Design Group

**Built:** 1998: Portsmouth, RI, New England Boatworks

**Crew:** 3 **Trainees-passengers:** 8

**Contact:** Geronimo Program Director, St. George's School,  
PO Box 1910, Newport, RI 02840 USA

**Tel:** 401-842-6747 **Fax:** 401-842-6696

**E-mail:** [geronimo@stgeorges.edu](mailto:geronimo@stgeorges.edu)

**Website:** [www.stgeorges.edu](http://www.stgeorges.edu)



Photo by Thad Koza

# GLADEN

## CERTIFICATION



**Certification:**  
Swedish Naval Vessel

## STORY

*Gladan* and her sister ship *Falken* are twin schooners built in 1947, in the same yard and according to the same plans. Differentiated only by their sail numbers, these two vessels train future officers of the Swedish Royal Navy as they have since their commissioning.

## SPECIFICATIONS

<b>Flag:</b> Sweden	<b>Sparred length:</b> 129'
<b>Rig:</b> Schooner	<b>Draft:</b> 13' 9"
<b>Homeport:</b> Karlskrona, Sweden	<b>Beam:</b> 23'
	<b>Hull:</b> steel

## FACTS

**Program type:** Sail training vessel of the Swedish Royal Navy  
**Built:** 1947  
**Contact:** Embassy of Sweden, 1501 M Street, NW, Suite 900, Washington, DC 20005-1702  
**Tel:** 202-467-2600 **Fax:** 202-467-2699





Photo by Thad Koza

## GLORIA

### CERTIFICATION



#### Certification:

Colombian Naval Vessel

### STORY

Built in Bilbao, Spain in 1966 for the Colombian Navy, the barque *Gloria* is used as a school ship for the cadets of the Colombian Naval Academy. She carries a compliment of 150 men and women, ranging from enlisted to midshipmen and officers. The cruises are aimed at training officers in their third year at the Naval Academy, to implement their academic knowledge in the areas of star navigation, seamanship, leadership and teambuilding. *Gloria* is a proud goodwill ambassador of the Colombian Navy.

### SPECIFICATIONS

<b>Flag:</b> Colombia	<b>Draft:</b> 14' 9"
<b>Rig:</b> Barque	<b>Beam:</b> 34' 9"
<b>Homeport:</b> Cartagena, Colombia	<b>Rig height:</b> 126' 4"
<b>Sparred length:</b> 249' 4"	<b>Freeboard:</b> 21' 7"
<b>LOA:</b> 212'	<b>Sail area:</b> 15,075 square feet
<b>LOD:</b> 189'	<b>Tons:</b> 934 GRT
<b>LWL:</b> 184'	<b>Power:</b> twin 256 HP KV
	<b>Hull:</b> steel

### FACTS

**Who sails?** Midshipmen, enlisted and officers of the Colombian Navy  
**Program type:** Sail training vessel of the Colombian Navy  
**Normal cruising waters:** Worldwide  
**Season:** Year-round  
**Designer:** Sener  
**Built:** 1969: Bilbao, Spain, A. T. Celaya  
**Crew:** 69 **Trainees-passengers:** 80 students  
**Contact:** Embassy of Colombia, 2118 Leroy Place, NW, Washington, DC 20008  
**Tel:** 202-387-8338 **Fax:** 202-232-8643  
**E-mail:** [embassyofcolombia@colombiaemb.org](mailto:embassyofcolombia@colombiaemb.org)  
**Website:** [www.colombiaemb.org](http://www.colombiaemb.org)



## GODSPEED

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)  
Attraction Vessel

### STORY

*Godspeed* is a full-scale re-creation of one of the three ships that brought America's first permanent English colonists to Virginia in 1607. Together with the *Susan Constant* and *Discovery*, *Godspeed* is on exhibit at Jamestown Settlement, a living-history museum of 17th-century Virginia. Jamestown Settlement is administered by the Jamestown-Yorktown Foundation, an agency of the Commonwealth of Virginia accredited by the American Alliance of Museums. Built at Rockport Marine in Maine and commissioned at Jamestown Settlement in 2006, *Godspeed* is a third-generation re-creation. The first was built for the 1957 350th-anniversary commemoration of the founding of Jamestown. *Godspeed*, *Susan Constant* and *Discovery* are based on the historically documented tonnages of the original ships and 17th-century principles of tonnage measurement. With a crew of staff and volunteers, *Godspeed* and *Susan Constant* periodically sail to other ports in the Chesapeake Bay region to participate in commemorative and community events and host educational programs. A volunteer sail-training program is offered to individuals 18 and older.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>LWL:</b> 56'
<b>Rig:</b> Barque, 3-masted (lateen mizzen)	<b>Draft:</b> 7' 3"
<b>Homeport:</b> Jamestown Settlement, VA	<b>Beam:</b> 17'
<b>Sparred length:</b> 88'	<b>Rig height:</b> 71' 6"
<b>LOA:</b> 74'	<b>Freeboard:</b> 7' 6"
<b>LOD:</b> 65'	<b>Sail area:</b> 2,420 square feet
	<b>Power:</b> twin 115 HP diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** Crew consisting of Jamestown Settlement staff and volunteers. Ages 18 years and older

**Program type:** Sail training and dockside interpretation

**Normal cruising waters:** Chesapeake Bay, US East Coast

**Season:** Year-round

**Designer:** Tri-Coastal Marine

**Built:** 2006: Rockport Marine, Inc., Rockport, Maine

**Crew:** 12 **Trainees-passengers:** 20

**Contact:** Capt. Eric Speth, Maritime Program Manager, Jamestown Settlement, PO Box 1607, Williamsburg, VA 23187 USA

**Tel:** 757-253-4838 **Fax:** 757-253-7350

**Website:** [www.historyisfun.org](http://www.historyisfun.org)





Photo by Thad Koza

## GORCH FOCK II

### CERTIFICATION



**Certification:**  
German Naval Vessel

### STORY

Built from the same plans and in the same shipyard (Blohm & Voss in Hamburg, Germany) as the original, *Gorch Fock II* boasts contemporary safety features and the latest navigational equipment. Since her launch in 1958, *Gorch Fock II* has logged thousands of nautical miles in her twice-yearly voyages and has hosted thousands of cadets for training cruises. The barque is named for a popular German writer of sea stories, Hans Kinau (1880 – 1916), who used the pseudonym Gorch Fock (fock means "foresail" in German). Kinau became part of the romantic mythology of the sea when he perished aboard the cruiser *Wiesbaden*, which was sunk during the Battle of Jutland on 31 May 1916. The training vessel of the German Navy, *Gorch Fock II* is a proud symbol of Germany's distinguished sailing and shipbuilding traditions.

### SPECIFICATIONS

**Flag:** Germany  
**Rig:** Barque  
**Homeport:** Kiel,  
Germany

**Spurred length:** 293'  
**Draft:** 15' 6"  
**Beam:** 39'  
**Sail Area:** 21,140

### FACTS

**Program type:** Sail training vessel of the German Navy.  
**Normal cruising waters:** Worldwide  
**Built:** 1958: Hamburg, Germany, Blohm & Voss  
**Crew:** 73 **Trainees-passengers:** 200  
**Contact:** Embassy of the Federal Republic of Germany, 4645 Reservoir Road, NW, Washington, DC 20007 USA  
**Tel:** 202-298-8140 **Fax:** 202-298-4249



Photo by Thad Koza

## GUAYAS

### CERTIFICATION



**Certification:**  
Ecuadorian Naval Vessel

### STORY

*Guayas* was built in the Celaya Shipyard in Bilbao, Spain. She is named after the Chief of Huancavilcas, a native culture in the Ecuadorian coastal region. Commissioned in 1977, the *Guayas* is proud to serve as a goodwill ambassador for the Ecuadorian Navy. The ship carries a complement of 16 officers, 43 midshipmen, and 94 enlisted men, including the ship's band. During a cruise, considered one semester at the Ecuadorian Naval Academy, midshipmen apply, in a very challenging environment, theoretical principals of navigation, seamanship and other subjects learned in the classroom.

### SPECIFICATIONS

<b>Flag:</b> Ecuador	<b>LWL:</b> 184'
<b>Rig:</b> Barque	<b>Draft:</b> 15' 4"
<b>Homeport:</b> Guayaquil, Ecuador	<b>Beam:</b> 34' 9"
<b>Sparred length:</b> 257'	<b>Sail area:</b> 15,784 square feet
<b>LOA:</b> 221'	<b>Power:</b> diesel
<b>LOD:</b> 218'	<b>Hull:</b> steel

### FACTS

**Who sails?** Ecuadorian Naval Academy cadets  
**Program type:** Sail training for Ecuadorian Naval Academy cadets  
**Normal cruising waters:** Worldwide  
**Season:** Year-round  
**Designer:** Celaya  
**Built:** 1976: Bilbao, Spain, Celaya Shipyard  
**Crew:** 76  
**Contact:** Naval Attaché, Embassy of Ecuador, 2535 15th Street NW, Washington, DC 20009 USA  
**Tel:** 202-265-7674 **Fax:** 202-667-3482





## HARVEY GAMAGE

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)  
Passenger Vessel (Subchapter T)

### STORY

Owned by Ocean Passages, the schooner *Harvey Gamage* offers educational programs under sail to the youth of America. Programs range from three month semesters-at-sea to week-long programs with high school-level students. Trainees sail the ship and learn traditional seamanship skills under the captain and crew, and they explore maritime subjects with the academic staff. We offer fall and spring Cuba gap year voyages that cover more than 5,000 nautical miles, connecting Cuban shores to the Canadian Maritimes. Students live and work as sailors on a true voyage of discovery, while they study maritime history and literature, marine science, navigation, and Cuban culture/politics. Other programs include week-long summer voyages along the New England coast

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 9' 7"
<b>Rig:</b> Gaff topsail schooner, 2-masted	<b>Beam:</b> 24'
<b>Homeport:</b> Portland, ME	<b>Rig height:</b> 91'
<b>Sparred length:</b> 131'	<b>Freeboard:</b> 5'
<b>LOA:</b> 95'	<b>Sail area:</b> 4,200 square feet
<b>LOD:</b> 90'	<b>Tons:</b> 94 GRT
<b>LWL:</b> 85'	<b>Power:</b> 220 HP diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** High school- and college-level students; affiliated institutions include Baxter Academy of Science and Technology, University of Southern Maine, and other schools

**Program type:** Gap Year

**Normal cruising waters:** North Atlantic Ocean and Caribbean Sea, Canada to Cuba

**Designer:** McCurdy & Rhodes Naval Architects

**Season:** Year-round

**Built:** 1973; South Bristol, ME; Harvey F. Gamage Shipyard

**Crew:** 8-11 **Trainees-passengers:** 24 overnight

**Contact:** Greg Belanger, President, Ocean Passages  
400 Commercial Street, Portland, ME 04101 USA

**Tel:** 855-212-0123

**E-mail:** harveygamage@ocean-passages.org

**Website:** www.ocean-passages.org





## HAWAIIAN CHIEFTAIN

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Hawaiian Chieftain* is a steel hulled, 103-foot split topsail ketch sailed by Grays Harbor Historical Seaport. Built in Lahaina, Hawaii in 1988 for a private owner, her design is based on European trading vessels of the early 19th century. Designed to be beachable, her shallow 6' draft allows her to visit far inland communities. Her maiden voyage through the South Pacific included stops in Tahiti and San Francisco. Each year, *Hawaiian Chieftain* sails the Pacific Coast from British Columbia to San Diego in company with the *Lady Washington* offering "Voyage of Explorers" sailing and dockside educational programs. This hands-on history program teaches elementary and middle school age students about the exploration of the Pacific Coast in the late 1700s. The vessels offer dockside tours and battle sails using black powder deck guns, as well as a mariner training program, Sea School, launched in 2018 and designed to train sailors for commercial work. Grays Harbor Historical Seaport's vessels are the most active tall ships on the west coast, operating year round and traveling the entire US coast.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 22'
<b>Rig:</b> Square topsail ketch	<b>Rig height:</b> 75'
<b>Homeport:</b> Aberdeen, WA	<b>Freeboard:</b> 3'
<b>Sparred length:</b> 103' 9"	<b>Sail area:</b> 4,200 square feet
<b>LOD:</b> 65'	<b>Tons:</b> 64 GRT
<b>LWL:</b> 57'	<b>Power:</b> twin diesels
<b>Draft:</b> 6'	<b>Hull:</b> steel

### FACTS

**Who sails?** School groups and the general public  
**Program type:** Maritime history programs for schools, homeschools and youth organizations; public programs include day sails, dockside tours, passages, and sail training for all ages

**Normal cruising waters:** Pacific coast

**Season:** Year-round

**Designer:** Raymond R. Richards

**Built:** 1988: Lahaina Welding Co., with master lofting and welding by Capt. Morgan Davies

**Crew:** 8-15 **Trainees-passengers:** 43

**Contact:** Brandi Bednarik, Executive Director, Grays Harbor Historical Seaport, PO Box 2019, Aberdeen, WA 98520 USA

**Tel:** 800-200-5239 **Fax:** 360-533-9384

**E-mail:** [development@historicalseaport.org](mailto:development@historicalseaport.org)

**Website:** [www.historicalseaport.org](http://www.historicalseaport.org)





## HEWITT R. JACKSON

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

On May 12, 1792 Captain Robert Gray sailed his ship, *Columbia Rediviva*, over the bar of the "Great River of the West" and named it Columbia's River in honor of his ship. Captain Gray never would have entered that river had it not been for the information he received from the first American vessel to enter the river, *Columbia's* longboat. Unnamed and unheralded, ship's longboats were the workhorses of the 16th- to 19th-century. Powered by either oars or sails, these versatile seaworthy craft carried all manner of cargo from ship to shore and back again. Grays Harbor Historical Seaport Authority built two 18th-century ship's longboat reproductions in 1993. Noted maritime historian and artist Hewitt R. Jackson, who worked closely with naval architect Stewart Hoagland and Seaport Director Les Bolton to ensure both historical accuracy and the meeting of specific program needs, painstakingly researched the design for the Seaport longboats. Powered by ten oars, or up to a 3-masted dipping lugsail rig, these versatile vessels are ideal for exploring the protected inland waterways of Washington.

### SPECIFICATIONS

**Flag:** USA

**Rig:** Dipping lug

**Homeport:** Aberdeen, WA

**Sparred length:** 26'

**LOA:** 25'

**LOD:** 25'

**LWL:** 25'

**Draft:** 20"

**Beam:** 7'

**Rig height:** 16'

**Sail area:** 316 square feet

**Tons:** 3,800 LBS

**Hull:** wood

### FACTS

**Who sails?** Students in grades elementary through college and groups and individuals of all ages

**Program type:** Sail training for volunteer and paying crew and trainees; sea education in maritime history, marine science, and ecology; passenger day sails; dockside interpretation

**Normal cruising waters:** Grays Harbor, Puget Sound, Western Washington

**Designer:** Stewart Hoagland, Hewitt Jackson

**Built:** 1993: Aberdeen, WA, Grays Harbor Historical Seaport Authority

**Crew:** 2 **Trainees-passengers:** 8 – 13 day sails

**Contact:** Brandi Bednarik, Executive Director, Grays Harbor Historical Seaport, PO Box 2019, Aberdeen, WA 98520 USA

**Tel:** 800-200-5239 **Fax:** 360-533-9384

**E-mail:** [development@historicalseaport.org](mailto:development@historicalseaport.org)

**Website:** [www.historicalseaport.org](http://www.historicalseaport.org)



## HINDU

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

Hindu's first owners named her *Princess Pat*. That princess sewed banners for Canadian soldiers and they in turn honored her in a song. Like her namesake, the schooner proved to be beautiful and capable. William A. Parker bought the schooner and sailed her to India in 1938 as a spice trader. The vessel's name had changed twice by that time; from *Princess Pat* to *Saispas*, to *Anna Lee Ames*. Parker changed the ship's name to *Hindu*. In 1946, *Hindu* settled in Provincetown, MA and remained there for decades as a charter vessel, helping to pioneer the whale-watching industry. By the turn of the 21st century, she had fallen into disrepair and was facing demolition. Kevin "Foggy" Foley rebuilt the ship in 2006 and chartered her in Provincetown in the summer and Key West, FL in the winter. A series of unfortunate events resulted in a bank ownership in 2009 and the boat once again deteriorated as it sat for two years in Key West. In 2012, William Rowan bought *Hindu* and over a 14 month period, restored her with the help of more than 50 friends and family.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 7'
<b>Rig:</b> Gaff schooner	<b>Beam:</b> 17'
<b>Homeport:</b> Suttons Bay, MI	<b>Rig height:</b> 66'
<b>Sparred length:</b> 77'	<b>Freeboard:</b> 4'
<b>LOA:</b> 61' 6"	<b>Sail area:</b> 1,800 square feet
<b>LOD:</b> 61' 6"	<b>Tons:</b> 41 GRT
<b>LWL:</b> 53'	<b>Power:</b> 130 HP diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** Paying passengers and trainees  
**Program type:** Historical tours and sail training  
**Normal cruising waters:** Key West, FL; Provincetown, MA  
**Season:** Key West, FL, October - April; Provincetown, MA, May - September  
**Designer:** William Hand  
**Built:** 1925: Hodgdon Brothers, East Boothbay, ME  
**Crew:** 3 **Trainees-passengers:** 35 daysails  
**Contact:** Bonnie Rowan, Manager, Hindu Charters LLC, Key West Bight Marina, 202 William Street, C-Dock, Key West, FL 33040 USA  
**Tel:** 305-509-1771  
**E-mail:** hinducharters@gmail.com  
**Website:** www.sailschoonerhindu.com





Photo by Thad Koza

## IRVING JOHNSON

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)  
Passenger Vessel (Subchapter T)

### STORY

In April of 2002, the Los Angeles Maritime Institute launched the twin brigantines *Exy Johnson* and *Irving Johnson*. Named in honor of the Johnsons and their lifelong commitment to character-building sailing adventures, the brigantines were constructed on the waterfront in San Pedro, California. Designed for LAMI's TopSail Youth Program, the brigantines were built especially to meet the needs of middle school youth. The TopSail Youth Program uses sail training to provide youth with real-life challenges that develop the knowledge, skills and attitudes needed to live healthy, productive lives. TopSail enriches, validates and challenges conventional school curricula by bringing biology, history, mathematics, physics, geography, literature and the environment to life in the real world classroom of the sea. Irving McClure Johnson began training for a sailor's life as a teenager. In 1929 he sailed around Cape Horn on the barque *Peking*. Captain Johnson met his wife Electa, "Exy", sailing trans-Atlantic aboard *Wanderbird*. The Johnsons sailed around the world seven times with youth crew on two different *Yankees*.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 11'
<b>Rig:</b> Brigantine	<b>Beam:</b> 21' 9"
<b>Homeport:</b> Los Angeles, CA	<b>Rig height:</b> 87' 8"
<b>Sparred length:</b> 110' 8"	<b>Sail area:</b> 4,540 square feet
<b>LOA:</b> 90'	<b>Tons:</b> 99 GRT
<b>LOD:</b> 81' 7"	<b>Power:</b> 315 HP diesel
<b>LWL:</b> 72' 6"	<b>Hull:</b> wood

### FACTS

**Who sails?** Youth/school groups from diverse communities, mostly middle schoolers from 'at-risk' urban areas

**Program type:** Educational sailing adventures for youth and adult groups

**Normal cruising waters:** Southern California and offshore islands

**Season:** Year-round

**Contact:** Captain Bruce Heyman, Executive Director, Los Angeles Maritime Institute, Berth 73, Suite 2, San Pedro, CA 90731 USA

**Tel:** 310-833-6055 **Fax:** 310-548-2055

**E-mail:** [director@LAMITopSail.org](mailto:director@LAMITopSail.org)

**Website:** [www.LAMITopSail.org](http://www.LAMITopSail.org)



Photo by Thad Koza

## ISKRA

### CERTIFICATION



**Certification:**  
Polish Naval Vessel

### STORY

The ship took her name after a 3-masted gaff schooner, *Iskra*, which sailed under the Polish navy ensign for 50 years between 1927 and 1977. ORP *Iskra* was built in 1982 in Gdanska Shipyard. She is a 3-masted barquentine with different rigging on all three masts. The foremast has five square sails; main sail is gaff-rigged; and mizzen is Bermudian. The main purpose of the ship is to train Polish Naval Academy cadets on their summer practices. Every year since 1987, she has participated in the Cutty Sark Tall Ships' Races. During her years of sailing, the ship has won numerous prizes including the United Nations Peace Medal in 1990, the Cutty Sark Trophy in 1989, the Fair Play Prize in the 1999 Cutty Sark Tall Ships Race, and the Polish Navy's Best Ship Prize (five times). The letters ORP in front of her name are the abbreviation for "Ship of the Republic of Poland" and indicate that the ship belongs to the Polish Navy. The name *Iskra* means "spark".

### SPECIFICATIONS

<b>Flag:</b> Poland	<b>LWL:</b> 121'
<b>Rig:</b> Barquentine	<b>Draft:</b> 13' 9"
<b>Homeport:</b> Gdynia, Poland	<b>Beam:</b> 26'
<b>Sparred length:</b> 161'	<b>Rig height:</b> 115'
<b>LOA:</b> 140'	<b>Freeboard:</b> 5'
<b>LOD:</b> 137'	<b>Sail area:</b> 377 square feet
	<b>Hull:</b> steel

### FACTS

**Who sails?** Cadets of the Polish Naval Academy  
**Program type:** Training vessel  
**Normal cruising waters:** Baltic Sea  
**Designer:** Zygmunt Choren  
**Built:** 1982: Gdanska Shipyard  
**Contact:** Commanding Officer, ORP Iskra, JW 1449 ORP ISKRA, Gdynia, Wojewodztwo Pomorskie, 81-103 Gdynia 3 Poland  
**Tel:** 48-58-626-25-54 **Fax:** 48-58-626-25-54  
**E-mail:** iskra2@poczta.fm





## JAKAB

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Jakab* (pronounced as either "Jacob" or "Yah/Kahb") was designed by Bruce King in 1968. Her hull and deck were inspired by the majestic America's Cup J-Class Racing Sloops of the late-1920's. Her full keel, flush deck, long shear line (long bow and stern) provide great speed (Phrf Rating 72), elegance, seakeeping ability and safety at sea. Her waterline lengthens substantially as she heels. Three sisterships with identical hull and deck configurations were built in Costa Mesa, CA (1974). A sistership, *Curragh* (formerly *Charisma*), belonged to Senator Ted Kennedy. Another sistership circumnavigated the globe twice. Twelve identical hulls were sold to another boatyard which installed centercockpit decks. One of these vessels, *Toujours Ete*, belonged to the Beach Boys and served as a floating recording studio in the 1970's. *Jakab's* mast, built by Proctor in Great Britain, originally belonged to former British Prime Minister Sir Edward Heath, a racing sailor. *Jakab* serves as an excellent platform for sail training, public tours and private events. Please contact us at [asadock@gmail.com](mailto:asadock@gmail.com) or 312.469.0233. Our website is [www.sailstclair.com](http://www.sailstclair.com).

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 14'
<b>Rig:</b> Masthead Cutter	<b>Rig height:</b> 64'
<b>Homeport:</b> Port Huron, MI	<b>Sail area:</b> 1,184 square feet
<b>Sparred length:</b> 54'8"	<b>Tons:</b> 19 GRT
<b>LOA:</b> 55'8"	<b>Power:</b> Perkins 4-237 Diesel
<b>LOD:</b> 54'8"	<b>Hull:</b> FRP
<b>LWL:</b> 36'	
<b>Draft:</b> 5'9"/11'4"	

### FACTS

**Program type:** Sail Training, Meditation Sailing, Public Tours, Private Events

**Normal cruising waters:** Great Lakes

**Season:** May 15 to September 30

**Designer:** Bruce King

**Built:** Costa Mesa, CA

**Crew:** 2 **Trainees-passengers:** 40

**Contact:** Capt. Andrew R Sadock, President, Milwaukee Sailing Adventures, LLC, 6548 3rd Avenue, Kenosha, WI 53143 USA

**Tel:** 312-469-0233

**E-mail:** [asadock@gmail.com](mailto:asadock@gmail.com)

**Website:** [sailstclair.com](http://sailstclair.com)





## JOSEPH CONRAD

### CERTIFICATION



#### USCG certification:

Uninspected Vessel (museum ship)

### STORY

For over 60 years, young people have come to Mystic Seaport, our nation's leading maritime museum, to learn to sail and live on board the tall ship *Joseph Conrad*. During the overnight sailing camp, each morning and afternoon campers tackle the wind and current of the Mystic River. Campers then set off for an active evening after dinner doing a different activity each night, including stargazing in our planetarium, climbing the rigging of the *Conrad*, and enjoying a lively sea music sing-a-long. The overnight sailing camp is open to individual boys and girls ages 10-15. No prior experience is required for beginner sessions, only a desire to participate and learn. Intermediate sessions are for those who have attended a previous beginner session or have had sailing experience. All must hold current Red Cross swimmers certification or its equivalent. For the overnight school (Ship to Shore, grades 4-12) and scout programs (Anchor Watch, youth groups of any age), students have the opportunity to immerse themselves in history through exploration of Mystic Seaport's 19th-century village by day and nights spent aboard the *Conrad*, and through a series of educational tours, authentic demonstrations, and hands-on activities.

### SPECIFICATIONS

**Flag:** USA

**Rig:** Full-rigged ship

**Homeport:** Mystic, CT

**Sparred length:** 118' 6"

**LOA:** 100' 8"

**Draft:** 12'

**Beam:** 25' 3"

**Rig height:** 98' 6"

**Tons:** 213 GRT

**Hull:** iron

### FACTS

**Who sails?** Individuals and organized groups ages 10-15

**Program type:** Sail training; dockside visitation for school groups and individuals

**Season:** September-November and February-May for overnight school and scout programs; June-August for overnight sailing programs

**Designer:** Burmeister and Wain

**Built:** 1882: Copenhagen, Denmark, Burmeister & Wain

**Contact:** Mystic Seaport Education Department, PO Box 6000, Mystic, CT 06355-0990 USA

**Tel:** 860-572-5322 **Fax:** 860-572-5398

**Website:** [www.mysticseaport.org](http://www.mysticseaport.org)





Photo by Thad Koza

## JUAN SEBASTIAN DE ELCANO

### CERTIFICATION



#### Certification:

Spanish Naval Vessel

### STORY

The official training vessel for the midshipmen and ensigns of the Spanish Navy, *Juan Sebastian de Elcano* was launched in 1927 and delivered to the Spanish navy in 1928. Her hull is made of iron and she has four masts, each named after other training ships which preceded her (*Blanca*, *Almansa*, *Asturias*, and *Nautilus*). She is named in honor of *Juan Sebastian de Elcano*, captain of Ferdinand Magellan's last exploratory fleet. The ship also carries the *de Elcano* coat of arms - a terraqueous globe and the motto "Primus Circumdedisti Me" (first to circumnavigate me) which emperor Charles I conferred on *de Elcano* after he returned to Spain having completed Magellan's global expedition.

### SPECIFICATIONS

<b>Flag:</b> Spain	<b>Draft:</b> 23' 7"
<b>Rig:</b> Topsail schooner, 4-masted	<b>Beam:</b> 42' 7"
<b>Homeport:</b> Cadiz, Spain	<b>Rig height:</b> 164'
<b>LOA:</b> 305' 6"	<b>Power:</b> GM358 diesel
	<b>Hull:</b> iron

### FACTS

**Who sails?** Midshipmen of the Spanish Navy  
**Program type:** Training vessel of the Spanish Naval Academy  
**Designer:** Nicholson, England  
**Built:** 1927: Cadiz, Spain, Shipyard Echevarrieta y Larrinaga  
**Crew:** 250 – 270 including midshipmen  
**Contact:** Office of the Naval Attache, Embassy of Spain, 4801 Wisconsin Avenue, NW, 3rd floor, Washington, DC 20016 USA  
**Tel:** 202-244-2166 **Fax:** 202-362-3993



Photo by Thad Koza

## KALIAKRA

### CERTIFICATION



**Certification:**  
Bulgarian Naval Vessel

### STORY

Completed in 1984, *Kaliakra* trains future officers for the Bulgarian Navy and is a sister ship to *Iskra*. Her home port is Varna on the Black Sea, although she has been a frequent participant in European and American tall ship gatherings. As initially rigged, only four yardarms crossed her foremast because of variations in deck thickness that affected the height of the foremast. Since her refitting in 1992, however, she carries five yardarms in her barquentine configuration. Her figurehead is a stylized version of a Bulgarian mythological figure.

### SPECIFICATIONS

<b>Flag:</b> Bulgaria	<b>Draft:</b> 11'
<b>Rig:</b> Barquentine	<b>Beam:</b> 27'
<b>Homeport:</b> Varna, Bulgaria	<b>Hull:</b> steel
<b>Sparred length:</b> 159'	

### FACTS

**Program type:** Training vessel of the Bulgarian Navy  
**Built:** 1984  
**Contact:** Embassy of the Republic of Bulgaria, 1621 22nd Street NW, Washington, DC 20008 USA  
**Tel:** 202-387-7969 **Fax:** 202-234-7973





## KALMAR NYCKEL

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

*Kalmar Nyckel*, the tall ship of Delaware, is a re-creation of a 17th-century Dutch Pinnace which served as an armed merchant ship, a Swedish naval vessel, and as the colonial ship that founded New Sweden in present-day Wilmington, Delaware. She delivers education programs based on a variety of curricula to students from fourth grade through high school during the school year as part of the Kalmar Nyckel Foundation's educational mission. In the summer, she sails the Northeast and Mid-Atlantic regions, providing public sails, festival tours, summer camp programming and private charters. A collaboration with the Vasa Museum in Sweden uses the ship as a research platform to better understand how 17th-century ships were sailed. With the exception of her officers, the crew of the *Kalmar Nyckel* are volunteers who come from all over the world to participate in her crew-training programs and sail the ship.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 24' 11"
<b>Rig:</b> Full-rigged ship	<b>Rig height:</b> 105'
<b>Homeport:</b> Wilmington, DE	<b>Freeboard:</b> 8'
<b>Sparred length:</b> 141'	<b>Sail area:</b> 7,600 square feet
<b>LOA:</b> 93'	<b>Tons:</b> 168 GRT
<b>LOD:</b> 91'	<b>Power:</b> 2 Caterpillar 3208 180
<b>LWL:</b> 89' 2"	HP each
<b>Draft:</b> 12' 5"	<b>Hull:</b> wood

### FACTS

**Who sails?** School groups from elementary through college, as well as individuals and families

**Program type:** Sail training for volunteers; education programs for school children, dockside interpretation during port visits

**Normal cruising waters:** Mid-Atlantic and Northeast

**Season:** May through October

**Designer:** Tom Gillmer/ Iver Franzen

**Built:** 1997: Wilmington, Delaware, Allen C. Rawl

**Crew:** 8 **Trainees-passengers:** 49 daysails

**Contact:** Kalmar Nyckel Foundation, 1124 East Seventh Street, Wilmington, DE 19801 USA

**Tel:** 302-429-7447 **Fax:** 302-429-0350

**E-mail:** mconnelly@kalmarnyckel.org

**Website:** www.kalmarnyckel.org



Photo by Thad Koza

## KRUZENSHTERN

### CERTIFICATION



#### Certification:

Special Purpose (School Vessel), Russia

### STORY

*Kruzenshtern* was built as *Padua* in 1927 in Bremerhaven, Germany. The sister ship to *Peking*, she is the last of the "Flying P" liners still under sail. These vessels were engaged in the grain trade from Australia to Europe. In 1933, *Kruzenshtern* sailed from her homeport of Hamburg to Port Lincoln in Australia in only 67 days. At the end of World War II she was handed over to the USSR and converted into a sail training ship. Since 1990, trainees of all ages have been welcomed onboard to sail along with the Russian students of the Baltic Academy in Kalingrad, Russia, learning the ropes, manning the helm, or climbing the rigging to set more than 30,000 square feet of sail. No previous experience is necessary. *Kruzenshtern* is supported by Tall Ship Friends, a nonprofit organization in Hamburg, Germany. The goals of Tall Ship Friends are to promote sail training on square-riggers, to contribute to the further existence of these beautiful ships, and to provide an unforgettable experience for the participants.

### SPECIFICATIONS

<b>Flag:</b> Russia	<b>Draft:</b> 19'
<b>Rig:</b> Barque, 4-masted	<b>Beam:</b> 46'
<b>Homeport:</b> Kalingrad, Russia	<b>Rig height:</b> 176'
	<b>Freeboard:</b> 27' 9"
<b>Sparred length:</b> 376'	<b>Sail area:</b> 36,380 square feet
<b>LOA:</b> 346'	<b>Power:</b> twin 600 HP diesels
<b>LOD:</b> 329'	<b>Hull:</b> steel
<b>LWL:</b> 311' 6"	

### FACTS

**Who sails?** Groups and individuals of all ages  
**Program type:** Sail training for paying trainees; fully accredited sea education in traditional seamanship  
**Normal cruising waters:** Western European waters (summer)  
 Southern European waters (winter)  
**Built:** 1927: Bremerhaven, Germany, J.C. Tecklenborg  
**Crew:** 45-70 **Trainees-passengers:** 250 daysails, 60 overnight  
**Contact:** Tall Ship Friends Germany, Schweriner Str. 17, Hamburg, D22143 Germany  
**Website:** [www.tallship-friends.de](http://www.tallship-friends.de)





Photo by Thad Koza

## LA BELLE POULE

### CERTIFICATION

#### Certification:

French Naval Vessel

### STORY

Along with her sister ship *Etoile*, the schooner *La Belle Poule* serves the French Navy in the training of future officers. Designed with the hull shape and the rigging of fishing vessels from Breton, *La Belle Poule* and *Etoile* were built in 1932 in the fishing port of Fecamp in northern Normandy, France. During World War II, both vessels relocated to Portsmouth, England, where they served the Free France Forces. They are permitted to fly the French ensign with the imposed Cross of Lorraine in recognition of their service during the war.

### SPECIFICATIONS

<b>Flag:</b> France	<b>Draft:</b> 12'
<b>Rig:</b> Topsail schooner	<b>Beam:</b> 24'
<b>Homeport:</b> Brest, France	<b>Hull:</b> wood
<b>Sparred length:</b> 124'	

### FACTS

**Program type:** Sail training vessel of the French Navy  
**Built:** 1932: Fecamp, Normandy, France  
**Contact:** Embassy of France, 4101 Reservoir Road, NW, Washington, DC 20007 USA  
**Tel:** 202-944-6000 **Fax:** 202-944-6166



## LADY MARYLAND

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

*Lady Maryland* is an authentic pungy schooner, an elegant boat designed to haul cargo, fish, dredge for oysters, and to carry luxury items quickly from port to port on Chesapeake Bay and along the Atlantic Coast. Instead of carrying watermelons and oysters, her mission today is to provide students with the opportunity to experience sailing a historic vessel while studying history, seamanship, marine science, and ecology on her traditional waters from Maryland to Maine. The Living Classrooms Foundation has developed a flexible educational program that can fit the needs of a variety of school and community groups. More than 50,000 students participate in LCF programs each year. The *Lady Maryland* operates educational day experiences for 32 trainees and extended live-aboard sail training and marine science programs for up to 14 people.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 7'
<b>Rig:</b> Pungy schooner (gaff rigged), 2-masted	<b>Beam:</b> 22'
<b>Homeport:</b> Baltimore, MD	<b>Rig height:</b> 85'
<b>Sparred length:</b> 104'	<b>Freeboard:</b> 3'
<b>LOD:</b> 72'	<b>Sail area:</b> 2,994 square feet
<b>LWL:</b> 64' 3"	<b>Tons:</b> 60 GRT
	<b>Power:</b> twin 80 HP diesels

### FACTS

**Who sails?** Student and other organized groups, individuals, and families

**Program type:** Sail training with paying trainees; sea education in marine science, maritime history, and ecology for school groups from elementary school through college as well as adults

**Normal cruising waters:** Chesapeake Bay and the East Coast between Maryland and Maine

**Season:** March through November

**Designer:** Thomas Gilmer

**Built:** 1986: Baltimore, Maryland, G. Peter Boudreau

**Crew:** 6 day sails, 8 overnight

**Trainees-passengers:** 32 daysails, 12-14 overnight

**Contact:** Living Classrooms Foundation, 802 South Caroline Street, Baltimore, MD 21231-3311 USA

**Tel:** 410-685-0295 **Fax:** 410-752-8433

**Website:** [www.livingclassrooms.org](http://www.livingclassrooms.org)





Photo by DAVID WELTON

## LADY WASHINGTON

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

As a privateer during the American Revolution, the original *Lady Washington* fought to help the colonies gain their independence from England. In 1788, she became the first American vessel to visit the west coast of North America, laying the groundwork for the Pacific Fur Trade. Built by Grays Harbor Historical Seaport in Aberdeen, Washington, and launched in 1989 as a Washington State Centennial project, the reproduction *Lady Washington* is the official ambassador vessel of Washington state. Each year, *Lady Washington* sails the Pacific Coast from British Columbia to San Diego in company with the *Hawaiian Chieftain* offering "Voyage of Explorers" sailing and dockside educational programs. This hands-on history program teaches elementary and middle school age students about the exploration of the Pacific Coast in the late 1700s. The vessels offer dockside tours and battle sails using black powder deck guns, as well as a mariner training program, Sea School, launched in 2018 and designed to train sailors for commercial work. Grays Harbor Historical Seaport's vessels are the most active tall ships on the west coast, operating year round and traveling the entire US coast.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 22'
<b>Rig:</b> Brig	<b>Rig height:</b> 89'
<b>Homeport:</b> Aberdeen, WA	<b>Freeboard:</b> 6'
<b>Sparred length:</b> 112'	<b>Sail area:</b> 4,442 square feet
<b>LOD:</b> 67'	<b>Tons:</b> 99 GRT
<b>LWL:</b> 72'	<b>Power:</b> diesel
<b>Draft:</b> 11'	<b>Hull:</b> wood

### FACTS

**Who sails?** School groups and the general public  
**Program type:** Maritime history programs for schools, homeschools and youth organizations; public programs include day sails, dockside tours, passages, and sail training for all ages  
**Normal cruising waters:** Pacific coast  
**Season:** Year-round  
**Designer:** Ray Wallace  
**Built:** 1989: Aberdeen, Washington, Grays Harbor Historical Seaport Authority  
**Crew:** 10-17 **Trainees-passengers:** 45  
**Contact:** E Brandi Bednarik, Executive Director, Grays Harbor Historical Seaport, PO Box 2019, Aberdeen, WA 98520 USA  
**Tel:** 800-200-5239 **Fax:** 360-533-9384  
**E-mail:** [development@historicalseaport.org](mailto:development@historicalseaport.org)  
**Website:** [www.historicalseaport.org](http://www.historicalseaport.org)



## LARINDA

### CERTIFICATION



**Certification:**  
Transport Canada

### STORY

*Larinda* is a modified replica of the Boston schooner HMS *Sultana*, a small Royal Navy schooner which was built in 1767 and patrolled the American coast from 1768 through 1772 preventing smuggling and collecting duties. *Larinda* was built over the course of 26 years by over 1,000 volunteers in the backyard of the former owner and creator. Construction of the ship began in 1970 and the ship was launched in 1996 in Falmouth, Massachusetts. *Larinda* met with an untimely fate in 2003. The ship was in Halifax when Hurricane Juan struck on Sept. 23, 2003 and sunk in the harbor. The vessel *Larinda* underwent a dramatic restoration over the next nine years and was fully restored in June 2012.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>Beam:</b> 16' 6"
<b>Rig:</b> Schooner	<b>Sail area:</b> 2,800 square feet
Battened Lugsail (Junk-Rig)	<b>Tons:</b> 49.63 GRT
<b>Homeport:</b> Halifax, Nova Scotia	<b>Power:</b> 1928, 8-ton, 4-cylinder,
<b>Sparred length:</b> 86'	Wolverine Diesel Engine, rated
<b>LOA:</b> 58.69'	at 100 hp at 275 rpm.
<b>LWL:</b> 52'	<b>Hull:</b> ferrocement concrete
<b>Draft:</b> 8"	

### FACTS

**Program type:** promotion of seasonal cottage rentals at Larinda's Landing Oceanfront Cottages.

**Designer:** Hallowell/Mahan

**Built:** 1996: Marston Mills, MA Wolverine Motorworks and Shipyard, LLC

**Contact:** Arthur Scott, Owner, Larinda's Landing Oceanfront Cottages 7532 St. Margaret's Bay Road, Boutillier's Point Nova Scotia B3Z 1S6 Canada

**Tel:** 902 425-4662

**E-mail:** [info@larindaslanding.com](mailto:info@larindaslanding.com)

**Website:** <http://larindaslanding.com>





## LETTIE G. HOWARD

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

*Lettie G. Howard* is the sole surviving example of a Georges Bank fishing schooner. A Fredonia-model fishing schooner built in Essex, Massachusetts, she exemplifies the type of craft used widely from Maine to the Gulf Coast. Operating out of Gloucester for her first eight years, *Lettie* was similar to the schooners that carried their catches to New York City's Fulton Fish Market. In 1901, the E.E. Saunders Company of Pensacola, Florida purchased *Lettie* for fishing off Mexico's Yucatan Peninsula. Completely rebuilt in 1923, she was fitted with her first auxiliary engine a year later. She remained in the Gulf of Mexico until 1968, when she was sold to South Street Seaport Museum in Manhattan. She was designated a National Historic Landmark in 1989. Between 1991 and 1993, the Museum completely restored her to her original 1893 appearance, while outfitting her to accommodate trainees on educational voyages. Characterized by her classic fishing-schooner appearance and a lovely head-turning sheer, *Lettie* has long been an adored favorite among historic vessels.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 21'
<b>Rig:</b> Gaff topsail schooner, 2-masted	<b>Rig height:</b> 91'
<b>Homeport:</b> New York, NY	<b>Freeboard:</b> 4'
<b>Spurred length:</b> 125'	<b>Sail area:</b> 5,017 square feet
<b>LOD:</b> 83'	<b>Tons:</b> 54 GRT
<b>LWL:</b> 71'	<b>Power:</b> twin 85 HP diesels
<b>Draft:</b> 11'	<b>Hull:</b> wood

### FACTS

**Who sails?** School groups, colleges and universities, corporate team building programs, individual adults, and teens.

**Program type:** Award winning sea education and sail training programs focusing on nautical science, fishery and maritime history, natural and social sciences

**Normal cruising waters:** Northeast United States

**Built:** 1893: Essex, MA, A. D. Story (restored at South Street Seaport Museum in 1993)

**Crew:** 7-9 **Trainees-passengers:** 33 daysails, 13 overnight

**Contact:** Schooner *Lettie G. Howard*, South Street Seaport Museum, 12 Fulton Street, New York, New York 10038 USA

**Tel:** 212-748-8772 **Fax:** 212-748-8610

**E-mail:** [lettieghoward@seany.org](mailto:lettieghoward@seany.org)

**Website:** [southstreetseaportmuseum.org](http://southstreetseaportmuseum.org)



Photo by Thad Koza

## LIBERTAD

### CERTIFICATION



#### Certification:

Argentine Naval Vessel

### STORY

The frigate, A.R.A. *Libertad*, was initiated as a training ship in 1963 for the Argentine Navy. As such, her mission is to enhance the maritime knowledge and cultural background of her midshipmen while integrating them to life at sea and instructing them on the fundamentals of the art of sailing. *Libertad* also serves as a floating ambassador representing the Argentine Republic establishing professional and friendly ties with navies around the world while preparing her cadets academically, physically and spiritually. Her complement is 357, including 24 officers, 187 crewmen and 150 naval cadets. *Libertad* has sailed the seven seas and participates in regattas and port visits around the world. Her figurehead was made by a Spanish sculptor and depicts Liberty, for which the ship is named.

### SPECIFICATIONS

<b>Flag:</b> Argentina	<b>Beam:</b> 45' 3"
<b>Rig:</b> Full-rigged ship	<b>Rig height:</b> 147' 6"
<b>Homeport:</b> Buenos Aires, Argentina	<b>Freeboard:</b> 15'
<b>Sparred length:</b> 356'	<b>Sail area:</b> 28,545 square feet
<b>LOD:</b> 317'	<b>Power:</b> two 1,200 HP diesel engines
<b>LWL:</b> 263'	<b>Hull:</b> steel
<b>Draft:</b> 21' 9"	

### FACTS

**Who sails?** Cadets from the Military Naval School (ages 20 - 23)  
**Program type:** Naval training vessel  
**Season:** May through December  
**Designer:** Astilleros y Fabricas Navales del Estado (AFNE)  
**Built:** 1960 (launched 1956): Rio Santiago (BA), Argentina, Astilleros y Fabricas Navales del Estado (AFNE)  
**Crew:** 211 **Trainees-passengers:** 150  
**Contact:** Argentine Naval Attache Office, Embassy of Argentina, 630 Indiana Avenue, NW, Washington, DC 20004 USA  
**Tel:** 202-626-2164 **Fax:** 202-626-2180  
**Website:** [www.argnavattache-usa.org](http://www.argnavattache-usa.org) or [www.ara.mil.ar](http://www.ara.mil.ar)





Photo by Thad Koza

## LIBERTY CLIPPER

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The *Liberty Clipper* is a replica of the mid-19th century Baltimore Clippers, famous for their fast passages around Cape Horn on their way to California and other Pacific ports. The *Liberty Clipper* operates in Boston Harbor during the summer, the Atlantic Coast in the fall, and Nassau, the Bahamas, during the winter. In Boston, the *Liberty Clipper* is available for charter on day and evening cruises for up to 115 passengers. Her spacious decks and on-board hospitality create an ambiance under sail that will meet the expectations of the most discriminating clients. In addition to a variety of high quality charter opportunities, during the summer months she offers a sail training and harbor education program called Liberty Classroom to area youth groups. The program is designed to give trainees an introduction to essential topics in seamanship, safety, and Boston's maritime history. For those interested in extended trips, *Liberty Clipper* offers overnight cruises traveling down the Atlantic Coast in October and six-day island-hopping cruises in the Bahamas from November through May.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 27'
<b>Rig:</b> Gaff topsail schooner	<b>Rig height:</b> 108'
<b>Homeport:</b> Boston, MA	<b>Freeboard:</b> 5'
<b>Sparred length:</b> 125'	<b>Sail area:</b> 4,300 square feet
<b>LOD:</b> 87'	<b>Tons:</b> 99 GRT
<b>LWL:</b> 76'	<b>Power:</b> Detroit 6-71
<b>Draft:</b> 8' (min.), 13' (max.)	<b>Hull:</b> steel

### FACTS

**Who sails?** School groups from elementary through high school, individuals, and families

**Program type:** Passenger day sails and overnight passages; corporate and private charters

**Normal cruising waters:** Boston, MA (summer), Nassau, Bahamas (winter)

**Designer:** Charles Wifholz

**Built:** 1983: Warren, RI, Blount Marine Corporation

**Crew:** 5 daysails, 10 overnight passages

**Trainees-passengers:** 115 daysails, 24 overnight

**Contact:** The Liberty Fleet of Tall Ships, 67 Long Wharf, Boston, MA 02210 USA

**Tel:** 617-742-0333 **Fax:** 617-742-1322

**E-mail:** info@libertyfleet.com

**Website:** www.libertyfleet.com  
www.libertyfleetwindjammers.com



## LIBERTY STAR

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The Liberty Fleet of Tall Ships acquired the *Liberty Star* (formerly the *Rachel B. Jackson*) in 2012 and restored her to full working condition so that she could continue to delight passengers on day sails in Boston Harbor and overnight excursions in the US and British Virgin Islands. Built as a working replica of an 1890s coastal schooner, she was originally put into service as a training vessel at Mystic Seaport in Mystic, Connecticut before being privately owned for a number of years and circumnavigating the globe. Today, she continues operating to preserve the maritime heritage of traditional schooners by taking passengers out on participatory sails in Boston Harbor throughout the summer. Guests range from families and individuals to student and corporate groups for private outings. In the winter, she sails in the warm waters of the Virgin Islands on week-long windjammer cruise excursions, providing an intimate experience to six overnight guests.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 17'
<b>Rig:</b> Gaff rigged topsail schooner	<b>Rig height:</b> 75'
<b>Homeport:</b> Boston, MA (summer)	<b>Freeboard:</b> 5'
Virgin Islands (Winter)	<b>Sail area:</b> 2,500 square feet
<b>LOA:</b> 67'	<b>Tons:</b> 52 GRT
<b>LOD:</b> 52'	<b>Power:</b> 220 HP Diesel
<b>LWL:</b> 43'	<b>Hull:</b> wood
<b>Draft:</b> 8'	

### FACTS

**Who sails?** Students, individuals, families, corporate groups

**Program type:** Passenger day sails, private charters, overnight cruises

**Normal cruising waters:** Boston, MA and Virgin Islands

**Season:** June-September (Boston), November-May (Virgin Islands)

**Designer:** Burt Frost

**Built:** 1982: Freeport, ME, George Emery

**Crew:** 3 (near coastal), 4 (offshore)

**Trainees-passengers:** 39 daysails, 6 overnight

**Contact:** The Liberty Fleet of Tall Ships, 67 Long Wharf, Boston, MA 02210 USA

**Tel:** 617-742-0333 **Fax:** 617-742-1322

**E-mail:** [info@libertyfleet.com](mailto:info@libertyfleet.com)

**Website:** [www.libertyfleet.com](http://www.libertyfleet.com)

[www.libertyfleetwindjammers.com](http://www.libertyfleetwindjammers.com)





Photo by Thad Koza

## LYNX

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The square topsail schooner *Lynx* has been designed and built to interpret the general configuration and operation of a privateer schooner or naval schooner from the War of 1812, the the original *Lynx* having been a "letter of marque" Baltimore Clipper commissioned during the opening days of the war. Serving effectively as a blockade-runner and offensive weapon of war, she was among the first ships to defend American freedom. Dedicated to all those who cherish the blessings of America, *Lynx* sails as a living history museum, providing inspiration and resolve at this time in our nation's history. She is fitted with period ordnance and flies flags and pennants from the 1812 era. To complement her historic character, the *Lynx* crew members wear period uniforms and operate the ship in keeping with the maritime traditions of early 19th century America. *Lynx* also operates as a sail training vessel to serve as a classroom for the study of historical, environmental, and ecological issues. In addition, she undertakes "port to port passages" that lead to personal growth and awareness through the experience of life at sea aboard a traditional sailing vessel.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 9'
<b>Rig:</b> Square topsail schooner	<b>Beam:</b> 23'
<b>Homeport:</b> Nantucket, MA	<b>Rig height:</b> 94'
<b>Sparred Length:</b> 122'	<b>Freeboard:</b> 5'
<b>LOA:</b> 78'	<b>Sail Area:</b> 4,669 square feet
<b>LOD:</b> 76'	<b>Tons:</b> 94 GRT
<b>LWL:</b> 72'	<b>Power:</b> Cat 3306B - 290 HP
	<b>Hull:</b> wood

### FACTS

**Who sails?** Schools groups from elementary age through college. Individuals of all ages

**Program type:** Sail training; maritime history; Life, Earth, and Physical Science; charters; team building; public sails, dockside programs

**Season:** Year-round

**Designer:** Melbourne Smith - International Historical Watercraft Society

**Built:** 2001: Rockport, ME, Rockport Marine

**Crew:** 8 **Trainees-passengers:** 40 daysails, 6 overnight

**Contact:** Don Peacock, Tall Ship Lynx

**Tel:** 866-446-5969 **Fax:** 949-723-1958

**E-mail:** [peacock@tallshiplynx.org](mailto:peacock@tallshiplynx.org)

**Website:** [www.privateerlynx.org](http://www.privateerlynx.org)



## MADELINE

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

*Madeline* is a reconstruction of a mid-19th-century schooner, typical of the trading schooners that once sailed the Great Lakes. The original *Madeline* was the first Euro-American School in the Grand Traverse region and for a short time served as a lightship in the Straits of Mackinac. Launched in 1990, the modern *Madeline* was built over a period of five years by volunteers of the Maritime Heritage Alliance (MHA), using traditional methods and materials. From her homeport in Traverse City, Michigan, she has sailed with her volunteer crew on all five Great Lakes, visiting over 60 ports with dockside tours and historical interpretation. *Madeline* is designated as the City of Traverse City's goodwill ambassador. Crewmembers, trained as historical interpreters, share their knowledge of history, marlinespike skills, and wooden boat building. School programs with special hands-on activities are also available. The Maritime Heritage Alliance, a nonprofit organization, is dedicated to preserving, interpreting, and sharing the maritime heritage of the Great Lakes.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 7' 7"
<b>Rig:</b> Gaff topsail schooner	<b>Beam:</b> 16' 2"
<b>Homeport:</b> Traverse City, MI	<b>Rig height:</b> 71'
<b>Sparred length:</b> 92'	<b>Freeboard:</b> 2' 2"
<b>LOA:</b> 55' 6"	<b>Sail area:</b> 2,270 square feet
<b>LWL:</b> 52'	<b>Tons:</b> 42 GRT

### FACTS

**Who sails?** Trained crew members and guests of the Maritime Heritage Alliance

**Program type:** Adult sail training and maritime history

**Normal cruising waters:** Great Lakes

**Designer:** Kenneth (Bob) Core

**Built:** 1990: Traverse City, MI, Maritime Heritage Alliance

**Crew:** 9

**Contact:** Maritime Heritage Alliance, 13268 S. West Bayshore Drive, Traverse City, MI 49684 USA

**Tel:** 231-946-2647

**E-mail:** [info@maritimeheritagealliance.org](mailto:info@maritimeheritagealliance.org)

**Website:** [www.maritimeheritagealliance.org](http://www.maritimeheritagealliance.org)





## MAKANI OLU

### CERTIFICATION



**USCG certification:**  
Sailing School Vessel (Subchapter R)

### STORY

The *Makani Olu* (Gracious Wind) is owned and operated by Marimed Foundation, a non-profit organization involved with sail training since 1988. The 96-foot, 3-masted staysail schooner, retrofitted for sail training in Hawaiian waters, is the central component of a model experiential education and treatment program for at-risk adolescents built around ocean voyaging. Voyaging challenges and experiences are designed to be powerful and transformational. From *Makani Olu's* home port in Kaneohe Bay on Oahu, cadets make a series of six-day voyages throughout the Hawaiian Island chain. While learning to operate the sailing ship, the cadets learn marine, navigation and team-building skills. Elderhostel International provides sail training experiences aboard *Makani Olu* as well. These programs feature a six-day voyage that includes hands-on opportunities to sail and operate the ship and additional learning opportunities at ports-of-call. *Makani Olu* is also available to youth, families and community organizations for sail training and team building trips.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 8'
<b>Rig:</b> Staysail schooner	<b>Beam:</b> 20'
<b>Homeport:</b> Kaneohe Bay, HI	<b>Rig height:</b> 65'
<b>Sparred length:</b> 96'	<b>Freeboard:</b> 5'
<b>LOA:</b> 85'	<b>Sail area:</b> 2,000 square feet
<b>LOD:</b> 75'	<b>Tons:</b> 68 GRT
<b>LWL:</b> 63'	<b>Power:</b> 210 HP
	<b>Hull:</b> steel

### FACTS

**Who sails?** Groups and individuals of all ages  
**Program type:** Sail training for paying trainees; fully accredited sea education in marine science, maritime history, and ecology, as well as service learning, in cooperation with accredited institutions and other organized groups, and as informal in-house programming  
**Normal cruising waters:** Hawaiian Islands  
**Season:** Year-round  
**Designer:** Thomas Kolvin  
**Built:** 1998: St. Augustine, FL, Schrieber  
**Crew:** 5 **Trainees-passengers:** 30 daysails, 20 overnight  
**Contact:** Matthew Claybaugh, Ph.D., President and CEO, Marimed Foundation, 45-021 Likeke Place, Kaneohe, HI 96744 USA  
**Tel:** 808 235-1377 **Fax:** 808-235-1074  
**E-mail:** [info@marimed.org](mailto:info@marimed.org)  
**Website:** [www.marimed.org](http://www.marimed.org)



## MANITOU

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

Owned and operated by Traverse Tall Ship Co., LLC, the schooner *Manitou* is one of the largest sailing vessels on the Great Lakes. This replica of a 19th-century "coaster" can accommodate 24 overnight guests and 59 passengers for day excursions. *Manitou* is fully certified by the US Coast Guard and offers day sails on Grand Traverse Bay, Lake Michigan. In addition, they offer an adventurous overnight stay as part of their "Floating Bed & Breakfast." Guests wake up in the morning to hot coffee and fresh baked muffins from the galley before sitting down to a full breakfast prepared from scratch on the wood stove. For a more in-depth experience, *Manitou* offers multi-day sailing adventures to the islands, bays and coastal villages of northern Lake Michigan. In conjunction with Inland Seas Education Association, *Manitou* operates the Schoolship Program, which provides an environmental, historical, and sail training education for students during the spring. The schooner offers partial as well as private charter service to family, company, and motor coach groups.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 21'
<b>Rig:</b> Gaff topsail schooner	<b>Rig height:</b> 77'
<b>Homeport:</b> Traverse City, MI	<b>Freeboard:</b> 6'
<b>Spared length:</b> 114'	<b>Sail area:</b> 3,000 square feet
<b>LOD:</b> 77'	<b>Tons:</b> 82 GRT
<b>LWL:</b> 65'	<b>Power:</b> 150 HP diesel
<b>Draft:</b> 7' (min.) 11' (max.)	<b>Hull:</b> steel

### FACTS

**Who sails?** School groups; individual, family, and corporate groups for daysails, bed & breakfast, and multi-day cruises  
**Program type:** Sail training for crew; sea education in marine science, maritime history and ecology; individual and group day sails; "Floating Bed & Breakfast"  
**Normal cruising waters:** Great Lakes  
**Season:** May to October  
**Designer:** Woodin & Marean  
**Built:** 1982: Portsmouth, NH, Roger Gagnon Steel Ship Company  
**Crew:** 5 **Trainees-passengers:** 59 daysails, 24 overnight  
**Contact:** Captain Dave McGinnis, Traverse Tall Ship Co., LLC, 13258 SW Bay Shore Drive, Traverse City, MI 49684 USA  
**Tel:** 231-941-2000 **Fax:** 231-941-0520  
**E-mail:** manitou@tallshipsailing.com  
**Website:** www.tallshipsailing.com





## MARY E

### CERTIFICATION



**USCG certification:**  
Moored attraction museum vessel.

### STORY

*Mary E* is a two-masted clipper schooner built in Bath, Maine in 1906. The last vessel built by Thomas E. Hagan, she is the oldest wooden schooner built in the Kennebec River still afloat, and the oldest Maine-built fishing schooner still sailing. After a long career as a fishing schooner and cargo vessel in Block Island and Gloucester, she was completely rebuilt by William T. Donnell in Bath. She served many more decades as a passenger vessel in Maine, New York, Key West, and Connecticut. Beginning in 2017 a full rebuild above the waterline began and *Mary E* will be launched again into the Kennebec River in the summer of 2018. In her first season, she will be open to visitors as a dockside attraction with occasional sails on the Kennebec River and to nearby communities. Eventually, more extensive sailing programs will be developed.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 5.8'
<b>Rig:</b> Schooner	<b>Beam:</b> 14'
<b>Homeport:</b> Bath, Maine	<b>Tons:</b> 16 GRT
<b>Sparred length:</b> 73'	<b>Power:</b> 210 HP Cummins
<b>LOD:</b> 58'	<b>Hull:</b> wood
<b>LWL:</b> 46' 4"	

### FACTS

**Who sails?** TBD after restoration completed in 2018  
**Program type:** TBD after restoration completed in 2018  
**Normal cruising waters:** Coastal Maine  
**Season:** Summer  
**Designer:** Thomas E. Hagan  
**Built:** 1906  
**Crew:** 3 **Trainees-passengers:** 25  
**Contact:** Maine Maritime Museum, 43 Washington Street, Bath, Maine 04530 USA  
**Tel:** 207-443-1316  
**E-mail:** [info@MaineMaritimeMuseum.org](mailto:info@MaineMaritimeMuseum.org)  
**Website:** [www.MaineMaritimeMuseum.org](http://www.MaineMaritimeMuseum.org)



## MATTHEW TURNER

### CERTIFICATION



**USCG certification:** Pending  
 Passenger Vessel (Subchapter T)  
 Sailing School Vessel (Subchapter R)

### STORY

The new *Matthew Turner* will more than double Call of the Sea's program capacity with 70 students on day programs and a twenty-eight student capacity for over nights. Longer expeditions are planned along the coast and out to the Pacific islands. Program content varies depending on age and educational objectives. Ecology, maritime history, navigation and seamanship, teamwork, and much more, will be taught by professional crew and educators. Educational programs will be available to students of all backgrounds and ages. Scholarships will be awarded on a need basis to individuals and schools as scholarship funds allow. *Matthew Turner* will represent the San Francisco Bay area as an historic vessel and be available as an ambassador for tall ship and public events, corporate sponsors and private charters.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>LWL:</b> 86' 7"
<b>Rig:</b> Schooner	<b>Draft:</b> 10'
<b>Homeport:</b> Sausalito, CA	<b>Beam:</b> 28' 7"
<b>LOA:</b> 100'	

### FACTS

**Who sails?** School groups 4th grade through college, individual and youth associations, general public, private charters

**Program type:** Traditional seamanship training, environmental and accredited academic studies.

**Season:** Year-round

**Designer:** Tri Coastal Marine Inc

**Built:** 2013: Sausalito California, Educational Tall Ship Yard

**Trainees-passengers:** 70 daysails, 28 overnight

**Contact:** Alan Olson, Project Director, 2330 Marinship Way  
 #150 Sausalito CA 94965 USA

**Tel:** 415-886-4973 **Fax:** 415-331-1412

**E-mail:** [info@educationaltallship.org](mailto:info@educationaltallship.org)

**Website:** [www.educationaltallship.org](http://www.educationaltallship.org)





## MAYFLOWER II

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

The original *Mayflower* that sailed to Plymouth in 1620 no longer exists. Plimoth Plantation's full-scale reproduction, *Mayflower II*, was built in Devon, England and crossed the Atlantic in 1957. The details of the ship, from the solid oak timbers and tarred hemp rigging to the wood and horn lanterns and hand-colored maps, have been carefully re-created to give you a sense of what the original 17th-century vessel was like.

Plimoth Plantation is a 501(c)3 charitable organization and a living museum dedicated to telling the history of Plymouth Colony from the perspective of both the Pilgrims and the Native Wampanoag people. Located less than an hour's drive south of Boston in Plymouth, Massachusetts, (Exit 4, Route 3 south) and 15 minutes north of Cape Cod, the Museum is open daily from 9 AM - 5 PM, 7 days a week, from the third Saturday in March through the end of November.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 25' 5"
<b>Rig:</b> Barque	<b>Rig height:</b> 100'
<b>Homeport:</b> Plymouth, MA	<b>Freeboard:</b> 12'
<b>Sparred length:</b> 136'	<b>Sail area:</b> 2,500 square feet
<b>LOA:</b> 106'	<b>Tons:</b> 194 GRT
<b>LOD:</b> 84'	<b>Power:</b> sail
<b>Draft:</b> 12' 6"	<b>Hull:</b> wood

### FACTS

**Program type:** Public education and tourism

**Normal cruising waters:** New England

**Designer:** William Baker

**Built:** 1957

**Contact:** Whit Perry, Director, Maritime Preservation and Operations, Plimoth Plantation, P.O. Box 1620, Plymouth, MA 02360 USA

**Tel:** 508-503-2683

**E-mail:** [wperry@plimoth.org](mailto:wperry@plimoth.org)

**Website:** [www.plimoth.org](http://www.plimoth.org)



Photo by Thad Koza

## MIR

### CERTIFICATION



#### Certification:

Registered Sailing School Vessel

### STORY

*Mir* was launched in 1989 at the Lenin Shipyard in Gdansk, Poland, the builders of five more of the M 108 type ships: *Dar Młodzieży*, *Pallada*, *Khersones*, *Druzhba*, and *Nadezhda*. *Mir* is the school ship of the Makaroz Maritime Academy in St. Petersburg, Russia, training future navigators and engineers for the Russian merchant fleet. Since 1990, trainees of all ages are welcomed on board to sail along with the Russian students, learning the ropes, manning the helm, or climbing the rigging to set the sails. No previous experience is necessary. *Mir* is supported by Tall Ship Friends, a nonprofit organization in Hamburg, Germany. The goals of Tall Ship Friends are to promote sail training on square-riggers, to contribute to the further existence of these beautiful ships, and to provide an unforgettable experience for the participants.

### SPECIFICATIONS

<b>Rig:</b> Full-rigged ship	<b>Beam:</b> 44' 9"
<b>Homeport:</b> St. Petersburg, Russia	<b>Rig height:</b> 149'
<b>Sparred length:</b> 345' 9"	<b>Freeboard:</b> 34' 6"
<b>LOA:</b> 328'	<b>Sail area:</b> 29,997 square feet
<b>LOD:</b> 300' 9"	<b>Tons:</b> 2,856 GRT
<b>LWL:</b> 254'	<b>Power:</b> Twin 570 HP diesels
<b>Draft:</b> 18'	<b>Hull:</b> steel

### FACTS

**Who sails?** Students and individuals of all ages. Affiliated with Tall Ship Friends clubs in France, UK, Switzerland, Austria, Ireland, and Italy

**Program type:** Sail training for paying trainees; fully accredited sea education in traditional seamanship; dockside interpretation during port visits

**Normal cruising waters:** West and southwest European

**Designer:** Z. Choren

**Built:** 1987: Gdansk, Poland, Stocznia Gdanska

**Crew:** 45-70 **Trainees-passengers:** up to 250 daysails, 60 overnight

**Contact:** Tall Ship Friends Germany, Schweriner Str. 17, Hamburg, D22 143 Germany

**Website:** [www.tallship-friends.de](http://www.tallship-friends.de)





Photo by Thad Koza

## MIRCEA

### CERTIFICATION



**Certification:**  
Romanian Naval Vessel

### STORY

*Mircea* is the flagship and the training vessel of the Romanian Naval Forces. The last of a quartet of sailing school ships built in Blohm & Voss Shipyard, Hamburg, Germany, in the 1930s, *Mircea* and her sister ships became the models for sailing vessels built during the last three decades. During an overhaul concluded in 2002, *Mircea* was been equipped with modern navigation and communication devices that made her up-to-date despite her age.

### SPECIFICATIONS

<b>Flag:</b> Romania	<b>Draft:</b> 18'
<b>Rig:</b> Barque	<b>Beam:</b> 39' 6"
<b>Homeport:</b> Constanta, Romania	<b>Rig height:</b> 144'
<b>Sparred length:</b> 328'	<b>Freeboard:</b> 8'
<b>LOA:</b> 266'	<b>Sail area:</b> 18,837 square feet
<b>LOD:</b> 241' 6"	<b>Tons:</b> 1320 GRT
<b>LWL:</b> 203'	<b>Power:</b> 1,100 hp diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** Students and cadets of the Romanian Naval Academy and Romanian Petty Officer School  
**Program type:** Schoolship for the Romanian Naval Forces' cadets  
**Built:** 1938: Hamburg, Germany, Blohm & Voss Shipyard  
**Crew:** 65 **Trainees-passengers:** 120  
**Contact:** Public Affairs Officer, Romanian Naval Academy, Fulgerului Street, Constanta, Romania 900218  
**Tel:** +40 241 643040 **Fax:** +40 241 643096  
**E-mail:** relpub@navedo.anmb.ro  
**Website:** www.anmb.ro



## MYSTIC WHALER

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The *Mystic Whaler* is a reproduction of a late 19th century coastal cargo schooner that was designed for the passenger trade by Chum Crockett of Camden, Maine. She was built in 1967 in Tarpon Springs, Florida and was rebuilt in 1993 in Providence, Rhode Island. The schooner can accommodate up to 52 passengers on day sails and 31 passengers on overnight cruises. In the spring, the schooner joins the sloop *Clearwater* for environmental education programs on the Hudson River. During the summer and fall, the *Mystic Whaler* sails from City Pier in New London, CT taking passengers out on 3-hour luncheon, brunch and lobster dinner cruises as well as 2 – 5 day overnight cruises and private charters. Two-week long apprenticeships are available throughout the season.

### SPECIFICATIONS

Flag: USA	Beam: 25'
Rig: Gaff-rigged schooner	Rig height: 90'
Homeport: New London, CT	Freeboard: 7'
Sparred length: 110'	Sail Area: 3,000 square feet
LOA: 83'	Tons: 100 GRT
LOD: 83'	Power: 175 HP diesel
LWL: 78'	Hull: steel
Draft: 7' 6" (min.) 13' (max.)	

### FACTS

**Who sails?** School groups from elementary school through college, as well as individuals and families ages 5 and up  
**Program type:** Sail training for crew and apprentices; sea education in maritime history and ecology based on informal programming with organized groups such as Scouts; passenger day sails and overnight passages  
**Normal cruising waters:** Hudson River in spring, Southern New England in summer and fall  
**Season:** March through October  
**Designer:** "Chum" Crockett  
**Built:** 1967: Tarpon Springs, Florida, George Sutton  
**Crew:** 6 **Trainees-passengers:** 52 daysails, 31 overnight  
**Contact:** Captain John Eginton, Mystic Whaler Cruises Inc., PO Box 189, Mystic, CT 06355-0189 USA  
**Tel:** 800-697-8420 **Fax:** 860-447-1268  
**E-mail:** info@mysticwhaler.com  
**Website:** www.mysticwhaler.com





Photo by Thad Koza

## NADEZHDA

### CERTIFICATION



**Certification:**

Special Purpose Sail Training Vessel

### STORY

*Nadezhda*, the Russian word for "hope", is the last of six "DAR-class" full-rigged ships that were built in the Gdansk Shipyard in the 1980s. *Nadezhda* was completed in 1990, and delivered and commissioned to the Far Eastern State Maritime Academy in Vladivostok, Russia in 1991.

### SPECIFICATIONS

**Flag:** Russia  
**Rig:** Full rigged ship  
**Homeport:**  
 Vladivostok, Russia

**LOA:** 359'  
**Draft:** 21' 5"  
**Hull:** steel

### FACTS

**Contact:** FESMA (Far Eastern State Maritime Academy), 50a Verkhneportovaya St., Vladivostok, 690059 Russia  
**E-mail:** fesma@ints.vtc.ru



## NIAGARA

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)  
Attraction Vessel

### STORY

The Flagship *Niagara* is one of the most historically authentic tall ships in the United States. As an accurate reproduction of Commodore Oliver Hazard Perry's victorious flagship from the War of 1812's Battle of Lake Erie, the ship represents both Pennsylvania and her homeport of Erie in ports throughout the Great Lakes. The ship currently offers three distinctive educational programs to the public. These include educational day sails, an individual trainee program, and for-credit high school and college programs. The day sail program allows the public to sail for an afternoon or evening and experience the life of a sailor. The individual training program integrates trainees into the regular crew for two to three weeks. Finally, the Flagship *Niagara's* institutional partnerships with schools have linked the vessel to some of the most prestigious educational institutions in the country. Students receive full credit for being onboard and are taught by accredited faculty from their respective institution. All students and trainees can expect a highly authentic onboard living experience, including sleeping in hammocks, and meals cooked off of a woodstove.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 11'
<b>Rig:</b> Brig	<b>Beam:</b> 32' 6"
<b>Homeport:</b> Erie, PA	<b>Rig height:</b> 120'
<b>Sparred length:</b> 198'	<b>Sail area:</b> 11,600 square feet
<b>LOA:</b> 123'	<b>Tons:</b> 162 GRT
<b>LOD:</b> 116'	<b>Power:</b> twin 200 HP diesels
<b>LWL:</b> 110'	<b>Hull:</b> wood

### FACTS

**Who sails?** Trainees must be at least 14 years-old, ambulatory, and of average physical fitness. No previous experience is required

**Program type:** Experiential-education with focus on seamanship skills, technology of a sailing warship, and War of 1812 history

**Normal cruising waters:** Great Lakes and connecting waters

**Designer:** Melbourne Smith

**Built:** 1988: Erie, PA

**Crew:** 18 professionals **Trainees-passengers:** 22 trainees (3-week, live-aboard) and up to 50 daysail students

**Contact:** Flagship Niagara League, c/o Erie Maritime Museum, 150 East Front Street, Suite 100, Erie, PA 16507 USA

**Tel:** 814-452-2744

**Website:** [www.flagshipniagara.org](http://www.flagshipniagara.org)





## OCEAN STAR

### CERTIFICATION



**Certification:** MCA (UK) inspected Small Commercial Vessel up to 24 meters LWL, Category 1 service

### STORY

Originally launched in 1991, *Ocean Star* has sailed under the Sealmester flag since 1998 hosting college level semester voyages aboard. Sealmester offers 20, 40, and 80-day semesters that are based on the principles of experiential and adventure education. Learning through interaction and practical activities, the primary academic foci of oceanography, marine science, communication and leadership skills development are brought from the textbook into real-life application. Under the guidance of professional staff, our students earn college credits for both academic and vocational activities, while piloting *Ocean Star* throughout the islands of the Lesser Antilles. Along the way the crew visit up to 20 individual Caribbean islands, undertaking research and service projects with local government and private organizations. They also earn certifications in sailing and scuba diving. No experience is necessary. Programs are available to high school seniors, high school graduates and college students.

### SPECIFICATIONS

<b>Flag:</b> United Kingdom	<b>Draft:</b> 9'
<b>Rig:</b> Schooner, 2-masted	<b>Beam:</b> 18'
<b>Homeport:</b> Road Town, Tortola, British Virgin Islands	<b>Rig height:</b> 92'
<b>Sparred length:</b> 88'	<b>Freeboard:</b> 5'
<b>LOA:</b> 77'	<b>Sail area:</b> 3,100 square feet
<b>LOD:</b> 71'	<b>Tons:</b> 74 GRT
<b>LWL:</b> 66'	<b>Power:</b> 210 HP diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** High school graduates and college students (fall, spring, and summer)

**Program type:** Experiential education semesters for high school graduates and college students; accredited academics with sail training, scuba training, service projects and adventure travel

**Normal cruising waters:** Eastern Caribbean

**Season:** Year-round

**Designer:** Bill Peterson

**Built:** 1991: Norfolk, VA, Marine Metals

**Crew:** 4 **Trainees-passengers:** 16

**Contact:** Sealmester, P.O. Box 5477, Sarasota, FL 34277 USA

**Tel:** 941-924-6789 or 800-317-6789 **Fax:** 941-924-6075

**E-mail:** info@sealmester.com

**Website:** www.sealmester.com





## OLIVER HAZARD PERRY

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

*Oliver Hazard Perry* is the first ocean-going full-rigged ship to be built in the US in over 100 years, and is named for the young Rhode Island hero of the Battle of Lake Erie who on September 10, 1813 wrote, "We have met the enemy, and they are ours..." The ship is used as a platform for a wide range of sail training and educational programs. Oliver Hazard Perry Rhode Island, a non-profit organization, provides innovative and empowering education-at-sea programs for schools and colleges, educators, and adults. Sail training participants aboard OHP live and work alongside the professional crew as integral members of the ship's company, becoming part of the team that sets and trims the sails, guides her voyage, and animates her spirit. No prior experience is necessary, and no extraordinary fitness is required.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 13'
<b>Rig:</b> Full-rigged ship	<b>Beam:</b> 30' 6"
<b>Homeport:</b> Newport, RI	<b>Rig height:</b> 130'
<b>Sparred length:</b> 200'	<b>Sail area:</b> 14,000 square feet
<b>LOD:</b> 128'	<b>Power:</b> Twin Caterpillar diesel
<b>LWL:</b> 117'	<b>Hull:</b> steel

### FACTS

**Who sails?** School & college voyages; teen summer programs; educator exclusive sailings; adult adventure education

**Program type:** Expeditionary learning

**Normal cruising waters:** Worldwide

**Season:** Year-round

**Crew:** 17-19 **Trainees-passengers:** 30-32 overnight

**Contact:** Jessica Wurzbacher, Executive Director, OHPRI, 11A Bridge Street, Newport, RI 02840 USA

**Tel:** 401-841-0080 **Fax:** 401-841-0149

**E-mail:** jess@OHPRI.org

**Website:** www.OHPRI.org





# OOSTERSCHDELDE

## CERTIFICATION

**Certification:** moored attraction vessel/  
special purpose sail training vessel/ Ocean

## STORY

The three-masted topsail schooner *Oosterschelde* is the last remaining representative of the large fleet of schooners that sailed under the Dutch flag at the beginning of the 20th century. As the largest restored Dutch sailing ship the *Oosterschelde* is a monument for Dutch shipbuilding and maritime navigation under sail. She was built in 1917/1918 and sailed freight for private owners in the Netherlands, Denmark and Sweden. She was restored to her original shape and rigging from 1988 till 1992.

## SPECIFICATIONS

<b>Flag:</b> The Netherlands	<b>Beam:</b> 24'
<b>Rig:</b> topsail schooner	<b>Rig height:</b> 118'
<b>3-masted</b>	<b>Freeboard:</b> 4'
<b>Homeport:</b> Rotterdam	<b>Sail area:</b> 591 square feet
<b>Sparred length:</b> 164'	<b>Tons:</b> 226 GRT
<b>LOA:</b> 131'	<b>Power:</b> 450 hp John Deere
<b>LWL:</b> 112'	<b>Hull:</b> steel
<b>Draft:</b> 10'	

## FACTS

**Who sails?** The *Oosterschelde* sails with all kinds of people: mainly sail trainees, but we also make special voyages with disadvantaged people, paying guests, school groups, friend groups, company training groups, maritime training groups

**Program type:** The *Oosterschelde* sails all over the world to interesting areas, we twice made an encompassing world voyage. We visit harbours and participate in their SAIL events. We also participate in Tall Ships' Races, in 2017 we won a 1st overall place in two races. We have a special fund to be able to sail with people with disadvantages of several kinds.

**Normal cruising waters:** Worldwide

**Season:** Year-round

**Designer:** Ludwig Goebbels

**Built:** 1917/1918

**Crew:** 6-7 **Trainees-passengers:** 24

**Contact:** Gerben Nab, managing director, BV Reederij

*Oosterschelde*, Leuvehaven t/o 75, P.O. Box 23429 Rotterdam, Zuid-Holland, 3001 KK The Netherlands

**Tel:** +31-10-4364258 **Fax:** +31-10-4362100

**E-mail:** [info@oosterschelde.nl](mailto:info@oosterschelde.nl)

**Website:** [oosterschelde.nl](http://oosterschelde.nl)



Photo by Thad Koza

## HMCS ORIOLE

### CERTIFICATION



#### Certification:

Canadian Naval Vessel

### STORY

The oldest commissioned ship in the Canadian Navy has a pedigree that goes back to 1880 when George Gooderham sailed the first *Oriole* as the flagship of the Royal Canadian Yacht Club of Toronto, Ontario. Gooderham, who was for several years Commodore of the Toronto club, built *Oriole II* in 1886 and *Oriole III* in 1909. In 1921, the last of the *Orioles* - then called *Oriole IV*, was thought to be the most majestic of all R.C.Y.C. flagships. She was started by the Toronto Dominion Shipbuilding company but due to labor problems, was completed by George Lawley & Sons, a Boston shipyard. She was launched at Neponset, Massachusetts, June 4, 1921, commissioned *HMCS Oriole* June 19, 1952, and two years later the navy moved her to the West Coast to become a training vessel to VENTURE, the Naval Officer Training Center. She was purchased by the Royal Canadian Navy in 1957. *HMCS Oriole* is both the oldest vessel and the longest serving commissioned ship in the Canadian Navy.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>LWL:</b> 19'
<b>Rig:</b> Marconi rigged ketch	<b>Draft:</b> 10'
<b>Homeport:</b> Esquimalt, British Columbia, Canada	<b>Beam:</b> 19'
<b>LOA:</b> 102'	<b>Rig height:</b> 67' 8"
<b>LOD:</b> 91'	<b>Freeboard:</b> 6' 8" (forward) 4' 9" (aft)
	<b>Sail area:</b> 15,700 square feet
	<b>Power:</b> 261 HP Detroit Diesel

### FACTS

**Program type:** Training vessel of the Royal Canadian Navy  
**Built:** 1921

**Crew:** 5 **Trainees-passengers:** 16

**Contact:** Embassy of Canada, 501 Pennsylvania Avenue, NW, Washington, DC 20001 USA

**Tel:** 202-682-1740 **Fax:** 202-682-7726





Photo by Thad Kóza

## PACIFIC GRACE

### CERTIFICATION



**Certification:** Canadian Passenger Vessel, Sailing School Vessel

### STORY

*Pacific Grace* was launched at her homeport of Victoria, British Columbia in 1999. She replaces the *Robertson II*, one of Canada's last original Grand Banks fishing schooners, and is built along the lines of the old ship using traditional methods. *Pacific Grace* embarked on a nine-month offshore voyage in 2003 to the South Pacific. In 2007-08 she visited 15 countries in the South Pacific and Asia, traveling 18,000 nautical miles over 12 months. Presently, *Pacific Grace* sails coastally in southern British Columbia, Canada. During the summer months of July and August 10-day trips are available to anyone aged 13 to 25. In the spring and fall, five-day school programs are offered. Each year, over 850 young people board *Pacific Grace* for an experience which combines all aspects of shipboard life from galley chores to helmsmanship, with formal instruction in navigation, pilotage, seamanship and small boat handling. SALTS is a registered charity that seeks to develop the spiritual, relational and physical potential of young people through shipboard life in a Christian environment.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>Draft:</b> 11' 6"
<b>Rig:</b> Gaff topsail schooner	<b>Beam:</b> 22' 2"
<b>Homeport:</b> Victoria, British Columbia, Canada	<b>Rig height:</b> 115'
<b>Sparred length:</b> 138' 7"	<b>Freeboard:</b> 3' 7"
<b>LOA:</b> 115'	<b>Sail area:</b> 7,564 square feet
<b>LOD:</b> 108' 7"	<b>Tons:</b> 175 GRT
<b>LWL:</b> 89' 6"	<b>Power:</b> twin diesels
	<b>Hull:</b> wood

### FACTS

**Who sails?** Students and young adults, ages 13 – 25  
**Program type:** Sail training for paying trainees  
**Normal cruising waters:** Coastal waters of British Columbia  
**Season:** March through October  
**Built:** 1999: Victoria, British Columbia, Canada, SALTS  
**Crew:** 5 **Trainees-passengers:** 40 daysails, 30 overnight  
**Contact:** Sail and Life Training Society (SALTS), 451 Herald Street, Victoria BC, V8W 3N8, Canada  
**Tel:** 250-383-6811 **Fax:** 250-383-7781  
**E-mail:** info@salts.ca  
**Website:** www.salts.ca



## PACIFIC SWIFT

### CERTIFICATION



**Certification:** Canadian Passenger Vessel, Sailing School Vessel

### STORY

Built as a working exhibit at Expo '86 in Vancouver, British Columbia, the *Pacific Swift* has sailed over 100,000 deep-sea miles on training voyages for young crew members. Past offshore travels have taken her to Australia and Europe, to remote communities on Easter and Pitcairn Islands, and to many other unusual and far-flung ports of call. The SALTS program provides coastal sail training programs among the cruising grounds of the Pacific Northwest, which include shorter school programs in the spring and fall, and 10-day summer trips open to anyone aged 13 to 25. Each year, over 850 young people participate in an experience, which combines all aspects of shipboard life, from galley chores to helmsmanship, with formal instruction in navigation, pilotage, seamanship, and small boat handling. Rooted in Christian values, SALTS believes that training under sail provides the human spirit a real chance to develop and mature.

### SPECIFICATIONS

<b>Flag:</b> Canada	<b>Draft:</b> 10' 8"
<b>Rig:</b> Square topsail schooner	<b>Beam:</b> 20' 6"
<b>Homeport:</b> Victoria, British Columbia, Canada	<b>Rig height:</b> 88'
<b>Sparred length:</b> 111'	<b>Freeboard:</b> 3' 6"
<b>LOA:</b> 81'	<b>Sail area:</b> 5,205 square feet
<b>LOD:</b> 77' 3"	<b>Tons:</b> 98 GRT
<b>LWL:</b> 73'	<b>Power:</b> 220 HP diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** Individuals and groups  
**Program type:** Offshore and coastal sail training  
**Normal cruising waters:** Coastal waters of British Columbia  
**Season:** March through October  
**Built:** 1986: Vancouver, British Columbia, Canada, SALTS  
**Crew:** 5 **Trainees-passengers:** 35, Ages: 13-25  
**Contact:** Sail and Life Training Society (SALTS), 451 Herald Street, Victoria BC, V8W 3N8, Canada  
**Tel:** 250-383-6811 **Fax:** 250-383-7781  
**E-mail:** [info@salts.ca](mailto:info@salts.ca)  
**Website:** [www.salts.ca](http://www.salts.ca)





Photo by Thad Koza

## PALINURO

### CERTIFICATION



**Certification:**  
Italian Naval vessel

### STORY

In her first incarnation, *Palinuro* enjoyed a long career fishing for cod on the Grand Banks. Built in Nantes, France in 1933, she was known originally as *Commandant Louis Richard*, and later as *Jean Marc Aline*. Purchased in 1950 by the Italian Navy, she was renamed *Palinuro*. After an extensive refitting in 1955, *Palinuro* began her new role as a sail training ship for future naval petty officers. Recently overhauled, *Palinuro*'s white-striped color scheme echoes the style of *Amerigo Vespucci*, the other Italian naval sail training vessel. *Palinuro* sails mainly in the Mediterranean.

### SPECIFICATIONS

<b>Flag:</b> Italy	<b>Sparred length:</b> 226'
<b>Rig:</b> Barquentine	<b>Draft:</b> 16'
<b>Homeport:</b> La Maddalena, Sardinia, Italy	<b>Beam:</b> 33'
	<b>Hull:</b> steel

### FACTS

**Who sails?** Cadets of the Italian Navy  
**Program type:** Sail training  
**Normal cruising waters:** Mediterranean  
**Season:** Year-round  
**Built:** 1934  
**Contact:** Embassy of Italy, 3000 Whitehaven Street, NW,  
 Washington DC 20008 USA  
**Tel:** 202-612-4400 **Fax:** 202-518-2151  
**Website:** [www.ambwashingtondc.esteri.it/ambasciata\\_washington](http://www.ambwashingtondc.esteri.it/ambasciata_washington)



# PERCEPTION

## CERTIFICATION



**Certification:** Uninspected Small Passenger Vessel (Subchapter C, no more than 6 passengers)

## STORY

*Perception* was custom built in Kerikeri, New Zealand, taking 3 years to complete. *Perception* took part in the Tall Ships celebration in 1988 for the Australian Bicentennial in Sydney as one of only two New Zealand representatives. In 2001 the architect Jamie Weisman purchased her. Under his captainship *Perception* has been to the Azores, Lisbon, Brazil, Madeira, Cape Verde, Trinidad, the Canary Islands, Bermuda, and Bequia. The trip from New Zealand to Jamie's home in Vineyard Haven, Massachusetts took him to the South Pacific, past Easter Island, and through the Galapagos and the Panama Canal. After Jamie's passing, the nonprofit Michigan Challenge Traditional Sail Training purchased her in 2017 for sail training on the Great Lakes. Her mission is to provide tuition-free sail training to Gold Star Teens, veterans and their families, and grieving youth. To find her current location in Northern Michigan, contact Captain Bryan Smith at captainbryansmith@gmail.com.

## SPECIFICATIONS

Flag: USA	Beam: 13' 2"
Rig: schooner	Rig height: 70'
Homeport: Northport, MI	Freeboard: 4'
Sparred length: 68'	Sail area: 1,620 square feet
LOA: 54'	Tons: 20 GRT
LOD: 50'	Power: Perkins inboard
LWL: 47'	straight 6 diesel
Draft: 6'	Hull: steel

## FACTS

**Who sails?** : Gold Star Teens, Veterans and their families, Grieving youth  
**Program type:** Traditional Sail Training  
**Normal cruising waters:** Great Lakes  
**Season:** May through October  
**Designer:** L. Francis Herreshoff  
**Built:** 1985 **Crew:** 5 **Trainees-passengers:** 6  
**Contact:** : Captain Bryan Edward Smith, President, Michigan Challenge Traditional Sail Training, PO Box 673, Suttons Bay, Michigan 49682 USA  
**Tel:** 231-642-7656  
**E-mail:** captainbryansmith@gmail.com  
**Website:** www.michallenge.net





Photo by Thad Koza

## PALLADA

### CERTIFICATION



#### Certification:

Special Purpose Vessel

### STORY

The sailing training ship *Pallada* was built in Gdansk, Poland in 1989 and was named after the Russian navy frigate *Pallada*. She is owned by the Far Eastern State Technical Fisheries University, and offers sail training to marine-college cadets. Though her homeport is in Vladivostok, which is on the far eastern coast of Russia, *Pallada* voyages widely. *Pallada* sails with a compliment of 143 cadets and a permanent crew of 56 officers, teachers, and professionals. With 26 sails and masts soaring 162-feet above the deck, *Pallada* combines traditional sail training with a modern maritime college curriculum.

### SPECIFICATIONS

**Flag:** Russia  
**Rig:** Full-rigged ship  
**Homeport:** Vladivostok,  
 Russia

**Sparred length:** 356' 4"  
**Draft:** 22' 4"  
**Beam:** 45' 9"  
**Hull:** steel

### FACTS

**Who sails?** Marine-college cadets

**Program type:** Sail training and sea education for marine-college cadets

**Normal cruising waters:** Worldwide

**Season:** Year-round

**Designer:** Zygmunt Choren

**Built:** 1989: Gdansk, Poland

**Crew:** Crew: 56 **Trainees-passengers:** 143

**Contact:** Georgy N. Kim, President, Far Eastern State Technical Fisheries University, 52-B, Ulitsa Lugovaya, Vladivostok 690087 Russia

**Tel:** +7-4232-44-03-06 **Fax:** +7-4232-44-24-32

**E-mail:** fish75@yandex.ru



## PICTON CASTLE

### CERTIFICATION



**Certification:** Registered, inspected and certified as a Sail Training Vessel in worldwide service by the Cook Islands Ministry of Transportation

### STORY

The Barque *Pictou Castle* is a traditionally rigged and operated sailing ship best known for her world circumnavigations and long, adventurous voyages. Based in Lunenburg, Nova Scotia, the ship has completed six voyages around the world and voyages to Europe, Africa, the West Indies, the East Coast of the USA and Canada, and the Great Lakes. All on board work, stand watch, and learn the ways of a deep-sea square-rigged sailing ship. On long voyages workshops are conducted in practical seamanship, wire and fibre-rope rigging, sail making, boat handling, weather, navigation and more. Sails, spars and rigging are made aboard by the crew. Discussions on the culture and history of ports visited fill out the program consisting of seamanship, adventure travel and the arts of deep-water sailing. The ship is outfitted to the highest standard with safety gear and equipment. She is powerful, stable and seaworthy. Awards: 1999 ASTA Sail Trainer of the Year; 2006 ASTA Sail Training Program of the Year; 2010 Sail Training International Young Sail Trainer of the Year; 2011 Sail Training International Sail Trainer of the Year.

### SPECIFICATIONS

<b>Flag:</b> Cook Islands	<b>Draft:</b> 14' 6"
<b>Rig:</b> Barque, 3-masted	<b>Beam:</b> 24'
<b>Homeport:</b> Avatiu, Rarotonga, Cook Islands	<b>Rig height:</b> 100'
<b>Sparred length:</b> 179'	<b>Freeboard:</b> 6'
<b>LOA:</b> 148'	<b>Sail area:</b> 12,450 square feet
<b>LOD:</b> 135'	<b>Tons:</b> 284 GRT
<b>LWL:</b> 130'	<b>Power:</b> 690 HP diesel
	<b>Hull:</b> riveted steel

### FACTS

**Who sails?** Men and women ages 18 and older (some exceptions on shorter voyages)  
**Program type:** Deep water sail training; adventure travel dedicated to traditional seamanship and voyaging to amazing ports of call; enriched training for professional mariners; occasional cargo operations  
**Normal cruising waters:** Worldwide  
**Season:** Year-round  
**Designer:** Mastings and rigging, decks and below layout: Captain Daniel Moreland, MM - Stability, calculations and ballasting: Daniel Blachley, NA/ME Webb Institute  
**Crew:** 12 **Trainees:** 40  
**Contact:** Barque Pictou Castle, PO Box 1076, Lunenburg, Nova Scotia B0J 2C0 Canada  
**Tel:** 902-634-9984 **Fax:** 902-634-9985  
**E-mail:** [info@picton-castle.com](mailto:info@picton-castle.com)  
**Website:** [www.picton-castle.com](http://www.picton-castle.com)





Photo by Thad Koza

## PIONEER

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Pioneer* was built as a sloop in Marcus Hook, Pennsylvania, in 1885, to carry sand, mined near the mouth of the Delaware Bay, to an iron foundry in Chester, Pennsylvania. She was re-rigged as a schooner ten years later. In the days before paved roads, small coastal schooners such as *Pioneer* were the delivery trucks of their era, carrying cargoes between coastal communities: lumber and stone from the islands of Maine, brick on the Hudson River, and oyster shell on the Chesapeake Bay. Almost all American cargo sloops and schooners were wood, but because she was built in what was then this country's center of iron shipbuilding, *Pioneer* has a wrought-iron hull. She was the first of only two cargo sloops built of iron in this country, and is the only iron-hulled American merchant sailing vessel still in existence. By 1930, when new owners moved her from the Delaware River to Massachusetts, she had been fitted with an engine, and was no longer using sails. In 1966, she was substantially rebuilt and turned into a sailing vessel once again. Still very much a working vessel, today she plies the waters of New York Harbor carrying adults and children instead of cargo in her current role as a piece of "living history."

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 4' 8" (min.) 12' (max.)
<b>Rig:</b> Gaff topsail schooner, 2-masted	<b>Beam:</b> 21' 6"
<b>Homeport:</b> New York, NY	<b>Rig height:</b> 79'
<b>Sparred length:</b> 102'	<b>Sail area:</b> 2,700 square feet
<b>LOD:</b> 65'	<b>Tons:</b> 43 GRT
<b>LWL:</b> 58' 11"	<b>Power:</b> diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** School groups from elementary school through college, charter groups, museum members, volunteers, and the general public

**Program type:** Award winning sail training for crew and volunteers; hands-on education sails designed to augment school curriculum in history, ecology, marine science, physics, and math; private charters, and public sails

**Normal cruising waters:** New York Harbor, Hudson River, and Atlantic Coast

**Season:** April through October

**Built:** Marcus Hook, PA, Pioneer Iron Works (rebuilt 1968; Somerset, MA)

**Crew:** 4 **Trainees-passengers:** 40 daysails

**Contact:** Schooner *Pioneer*, South Street Seaport Museum, 12 Fulton Street New York, NY 10038 USA

**Tel:** 212-748-8596 **Fax:** 212-748-8610

**E-mail:** pioneer@seany.org

**Website:** southstreetseaportmuseum.org/



## PISCATAQUA

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

*Piscataqua* was built in 2011 in Portsmouth, New Hampshire by Paul Rollins for the nonprofit Gundalow Company. She represents the type of local sailing cargo barges known as gundalows that were commonly used from 1690 to 1920 on the interconnected estuarine rivers in the Piscataqua Watershed that spans the border between New Hampshire and Maine. Since no two gundalows were alike, *Piscataqua* was built using the only existing lines of the *Fanny M* (found at the Smithsonian Institute) built in 1886. *Piscataqua* was built on the grounds of Strawberry Banke Museum with the help of a professional crew and volunteers using traditional materials and methods. She was built as a sailing classroom to fulfill the Gundalow Company's mission to protect the Piscataqua region's maritime heritage and environment through education and action. In the spring and fall the *Piscataqua* is available daily for school groups and adult education, while the public and camp/youth groups are welcome for day sails Memorial Day through October. Passengers help set the sail, navigate, steer and participate in water quality sampling, and plankton tows; while learning about human impact on the watershed and how they can become stewards of the local waterways.

### SPECIFICATIONS

**Flag:** USA

**Rig:** Lateen

**Homeport:** Portsmouth, NH

**LOA:** 64'9"

**Draft:** 2' 5"

**Rig height:** 62'

**Freeboard:** 3'

**Sail area:** 760 square feet

**Tons:** 57 GRT

**Power:** 230 HP diesel

**Hull:** wood

### FACTS

**Who sails?** Students of all ages and the public

**Program type:** Marine science, maritime heritage, environmental stewardship

**Season:** May through October

**Normal cruising waters:** Piscataqua River, Great Bay, and connecting rivers

**Built:** 2011: Portsmouth, NH

**Crew:** 3 **Trainees-passengers:** 42

**Contact:** Gundalow Company, 60 Marcy Street, Portsmouth, NH 03801 USA

**Tel:** 603-433-9505

**E-mail:** [info@gundalow.org](mailto:info@gundalow.org)

**Website:** [www.gundalow.org](http://www.gundalow.org)





Photo by Thad Koza

## POGORIA

### CERTIFICATION



**Certification:**  
Special Purpose Vessel

### STORY

*Pogoria* holds the distinction of being the first completed square-rigger by Polish naval architect Zygmunt Choren. Built for the Steel Workers Union in 1980, *Pogoria* has served as the background for a movie and as a floating classroom for West Island College of Quebec, Canada. She is now the flagship of the Polish Sail Training Association in Gdansk. *Pogoria's* hull design served as the model for three other vessels: *Iskra* for the Polish Navy, *Kaliakra* for the Bulgarian Navy, and *Oceania*, a specially rigged oceanographic vessel from Gdynia, Poland. Trainees live in the four, eight, ten and twelve-person cabins, and each of them has his/her own bunk. They are divided into four watches of eight to ten each. Three of those do four hours on watch and eight off while the fourth one is the galley watch, helping the cook and keeping the ship tidy. Most of the watch time is spent on look-out, taking the helm, keeping the log and trimming sails. One doesn't have to go aloft, but most trainees do for the experience and thrill of handling square sails. The usual trainee age is between 15 and 25.

### SPECIFICATIONS

**Flag:** Poland  
**Rig:** Barkentine  
**Homeport:** Gdynia,  
Poland

**Sparred Length:** 154'  
**Draft:** 11' 6"  
**Beam:** 26'  
**Hull:** steel

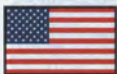
### FACTS

**Who sails?** Youth ages 15 - 25  
**Program type:** Sail training  
**Built:** 1984: Escanoba, MI, T. D. Vinette  
**Crew:** 8 **Trainees-passengers:** 40  
**Contact:** Sail Training Association Poland, PO Box 113,  
81-964 Gdynia 1, Poland  
**Website:** [www.pogoria.pl](http://www.pogoria.pl)



## POLARIS

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

The Urban Assembly New York Harbor School provides a rigorous, college-preparatory education built upon New York City's maritime experience that instills in our students both the ethics and skills of environmental stewardship and on water job skills. The Vessel Operations major prepares students for careers as licensed deck crews, as well as allowing them a stepping stone into management and operations positions aboard small passenger vessels and commercial towing units. Education principles include:

1. The marine world provides an ideal forum for an education based on excellence, discipline and interdependence.
2. Hands-on, inquiry-based learning in a natural environment stimulates curiosity, critical thinking, and vision, all of which lead to improved academic performance.
3. All students have the desire and intellect to reach their highest academic standards when given the right opportunities and clear expectations.
4. Small schools allow students a larger stake in decision making, as well as increased personal attention, alternative assessments, and easier access to the staff.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Rig height:</b> 47'
<b>Rig:</b> Sloop	<b>Sail area:</b> 702 square feet
<b>Homeport:</b> New York, NY	<b>Tons:</b> 5 GRT
<b>LOA:</b> 38'	<b>Power:</b> diesel
<b>Draft:</b> 5'	<b>Hull:</b> fiberglass
<b>Beam:</b> 12' 9"	

### FACTS

**Who sails?** High School Students enrolled in the Career and Technical Education program

**Program type:** Vessel operations

**Normal cruising waters:** NY Harbor, Hudson River and Long Island Sound

**Season:** Spring through fall

**Designer:** Charles H. Stowman & Sons Shipyard / Built: 1928: Dorchester, NJ, Charles H. Stowman & Sons

**Crew:** 7

**Contact:** New York Harbor School, 10 South St, Slip 7, New York, NY 10004 USA

**Tel:** 212-458-0800 Ext. 316 **Fax:** 212- 458-0801

**E-mail:** [asingh@nyharborschool.org](mailto:asingh@nyharborschool.org)

**Website:** [www.newyorkharborschool.org](http://www.newyorkharborschool.org)





## PORCUPINE

### CERTIFICATION



**USCG certification:** Passenger Vessel (Subchapter T) daysails; Sailing School Vessel (Subchapter R) overnights

### STORY

The Bayfront Maritime Center is currently building the Navy Gunboat Schooner *Porcupine*. *Porcupine* will sail as the Schoolship for Presque Isle Bay, a floating STEM classroom, offering a wide range of educational, vocational, and recreational programming. The original *Porcupine* was built in Erie as part of the US Navy squadron. She fought in the Battle of Lake Erie, the Battle of Detroit, and the Thames River Campaign. She continued in government service in the Naval Coastal Survey Office, and Revenue Cutter Service until 1825, and then carried cargo throughout the Lakes until 1873. Drawing from this rich, diverse 60-year career, BMC's Schoolship *Porcupine* will feature hands-on STEM curriculum and history tracks for both day and overnight programs. *Porcupine* will have deep community ties and is the 95th vessel BMC has built with students in its 19-year history.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 14' 8"
<b>Rig:</b> Topsail schooner	<b>Rig height:</b> 52'
<b>Homeport:</b> Erie, PA	<b>Freeboard:</b> 5'
<b>Sparred length:</b> 62' 1"	<b>Sail area:</b> 1,368 square feet
<b>LOD:</b> 45' LWL: 33' 5"	<b>Tons:</b> 27 GRT
<b>LWL:</b> 33' 5"	<b>Power:</b> 1, Perkins Diesel, 85 HP
<b>Draft:</b> 5' 2"	<b>Hull:</b> fiberglass

### FACTS

**Who sails?** Students from 4th grade and up, general public, organizations, special events

**Program type:** Experiential Hands-on Schoolship with a STEM, Freshwater Ecology, and Maritime Skills and History curriculum, interpretive public sails

**Normal cruising waters:** Presque Isle Bay and Lake Erie

**Season:** April through October

**Designer:** Iver Franzen (Modified Bruce Roberts Bare Hull)

**Built:** Currently under construction at BMC in Erie, PA

**Crew:** 3-4 **Trainees-passengers:** 30 daysails, 12 overnight

**Contact:** Bayfront Maritime Center, 40 Holland Street, Erie, PA 16507 USA

**Tel:** 814-456-4077 **Fax:** 814-459-1678

**E-mail:** [info@bayfrontcenter.org](mailto:info@bayfrontcenter.org)

**Website:** [www.bayfrontcenter.org/schooner-porcupine](http://www.bayfrontcenter.org/schooner-porcupine)



# PROVIDENCE

## CERTIFICATION



**USCG certification:** TBD when restoration is completed in 2019

## STORY

The *Providence* is a twelve-gun, 110' sloop-of-war, which is a full-scale replica of the Continental Navy's first warship. Our organization's mission is to promote for posterity, the rich maritime, naval, and American Revolutionary War history in Alexandria, Virginia and the Chesapeake Bay region. It is our vision to facilitate and host educational programs and events through our ship in order to bring a very interesting piece of history to life.

- John Paul Jones, father of the United States Navy, had the *Providence* as his first command.
- The *Providence* was one of the ships that launched Marines on their first amphibious assault on foreign soil in the American War for Independence.
- The *Providence* shares a connected history with the Chesapeake Bay region; one of its first missions in the American Revolution was to clear the Chesapeake of enemy British ships to enable Patriot supply routes.
- The original ship was scuttled in 1779 after the failed Penobscot Expedition.
- The *Providence* was used in the filming of two of The Pirates of the Caribbean movies.

## SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 20'
<b>Rig:</b> Sloop	<b>Tons:</b> 59 GRT
<b>Homeport:</b> Alexandria, VA	<b>Power:</b> 160HP
<b>LOA:</b> 110	<b>Hull:</b> fiberglass
<b>LOD:</b> 61'	
<b>Draft:</b> 9'	

## FACTS

- Who sails?** TBD when restoration is completed in 2019
- Program type:** TBD when restoration is completed in 2019
- Normal cruising waters:** TBD when restoration is completed in 2019
- Season:** TBD when restoration is completed in 2019
- Designer:** Charles H. Stowman & Sons Shipyard / Built: 1928: Dorchester, NJ, Charles H. Stowman & Sons
- Crew:** TBD when restoration is completed in 2019
- Contact:** Tall Ship Providence Foundation, PO Box 320403, Alexandria, VA 22320 USA
- Tel:** 571-882-9314
- E-mail:** [info@TallShipProvidence.org](mailto:info@TallShipProvidence.org)
- Website:** [www.TallShipProvidence.org](http://www.TallShipProvidence.org)

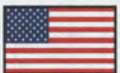




Photo by Roger Stevens

## PRIDE OF BALTIMORE II

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Pride of Baltimore II* is a reconstruction of an early 19th-century Baltimore Clipper. Owned and operated by Pride of Baltimore, Inc., a 501(c)3 non-profit, *Pride's* mission is to promote historical maritime education, foster economic development and tourism, and represent the people of Maryland in every port she visits. *Pride* offers experiential education programs, daysails, deck tours, and private charters. She accommodates up to six paying guest crew passengers between ports of call. Since her commissioning in October of 1988, *Pride* has traveled over 250,000 nautical miles, visited 40 countries, and docked in over 200 ports of call. *Pride* maintains an international sailing schedule. She sails with two rotating professional captains and a crew of eleven. Crew positions are open to qualified male and female sailors.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 26' 4"
<b>Rig:</b> Topsail schooner	<b>Rig height:</b> 107'
<b>Homeport:</b> Baltimore, MD	<b>Freeboard:</b> 4' 4"
<b>Sparred length:</b> 157'	<b>Sail area:</b> 9,018 square feet
<b>LOA:</b> 105'	<b>Tons:</b> 97 GRT
<b>LOD:</b> 100'	<b>Power:</b> 2-165 HP Caterpillar
<b>LWL:</b> 91'	diesel
<b>Draft:</b> 12' 6"	<b>Hull:</b> wood

### FACTS

**Who sails?** Minimum professional crew member age is 18; overnight guest crew/trainee minimum age is 16. Day sail minors must be accompanied by an adult and supervised one-on-one. There is no maximum age limit.

**Program type:** US historical education; charters; daysails; team building; and overnight guest crew/trainees.

**Normal cruising waters:** East and Gulf Coasts, Canada, Great Lakes and Europe

**Season:** Spring, summer, fall

**Designer:** Thomas C. Gillmer

**Built:** 1987-88: Baltimore, MD, G. Peter Boudreau

**Crew:** 12 **Professionals:** 6 paying guest crew/trainees for overnight sails; 32 paying daysail guests

**Contact:** Pride of Baltimore, Inc., 2700 Lighthouse Point East, Suite 330, Baltimore, MD 21224 USA

**Tel:** 410-539-1151 **E-mail:** pride2@pride2.org

**Website:** www.pride2.org



Photo by Thad Koza

## RED WITCH

### CERTIFICATION



**USCG certification:**

Passenger Vessel (Subchapter T)

### STORY

*Red Witch* was designed in 1922 by renowned naval architect John G. Alden. She is a replica of an 1830's Great Lakes Working Schooner – i.e., a cargo-carrying vessel. She was built in the yard of Nathaniel Zirlott in Bayou La Batre, Alabama. The construction project manager was Dr. Raymond Ashley, the current Executive Director of, and Curator of Ships at, the San Diego Maritime Museum. Dr. Ashley oversaw construction of *Red Witch*. He then sailed her from Alabama to San Diego via the Panama Canal. He then sailed her to/from Maui, Hawai'i. *Red Witch* served as a tour boat in San Diego then sailed to the Great Lakes to become the Official Tall Ship of the State of Ohio (for Ohio's bicentennial celebration). She then moved to Chicago (for the nightlife) and finally moved to Kenosha, WI (to catch up on reading – kidding – it's a beautiful harbor located between Chicago and Milwaukee).

*Red Witch* was originally built of Cypress – hull, frame and decks. Her masts and booms are Douglas Fir. Aesthetically, she is a perfectly-proportioned schooner. Functionally she sails like a dream – on virtually any point of sail and in virtually any wind/sea condition, she balances with neutral helm in under sixty seconds (or hoves-to beautifully when balancing staysail versus helm). Typically the helmsperson doesn't again touch the wheel until it's necessary to tack. *Red Witch* is a fine example of an Alden schooner.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 17' 6"
<b>Rig:</b> Gaff-rigged topsail schooner	<b>Rig height:</b> 60'
<b>Homeport:</b> Kenosha, WI	<b>Freeboard:</b> 6'
<b>Sparred length:</b> 77'	<b>Sail area:</b> 2,500 square feet
<b>LOD:</b> 54' 8"	<b>Tons:</b> 41 GRT
<b>LWL:</b> 49'	<b>Power:</b> Cummins Diesel
<b>Draft:</b> 6' 6"	<b>Hull:</b> Cypress planks on Cypress frames (wood)

### FACTS

**Who sails?** Individuals and families, professional groups  
**Program type:** Sail Training, Public Tours, Private Events  
**Normal cruising waters:** Great Lakes  
**Season:** May 15 to September 30  
**Designer:** John Alden  
**Built:** 1986: Bayou La Batre, Alabama, Nathaniel Zirlott  
**Crew:** 4 **Trainees-passengers:** 49  
**Contact:** Capt. Andrew R Sadock, President, Tall Ship Red Witch, LLC, 56548 3rd Avenue, Kenosha, WI 53143 USA  
**Tel:** 312-469-0233  
**E-mail:** asadock@gmail.com  
**Website:** www.redwitch.com





## R. H. LEDBETTER

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

The *R.H. Ledbetter* is the flagship of the Culver Summer Naval School, located on Lake Maxinkuckee in Culver, Indiana. The 3-masted square-rigger, named in honor of Georgia philanthropist and Culver alumnus Robert H. Ledbetter, was built in 1983-84 by the T. D. Vinette Co. of Escanaba, Michigan. Culver Summer Camps offer two simultaneous coed six-week camps from mid-June to early August (Woodcraft for ages 9-14, and Upper Camp for 14-17) Administered by The Culver Educational Foundation, which also operates the Culver Academy, the camps use the facilities of the 1,800-acre wooded campus along the north shore of Indiana's second-largest lake.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 5'
<b>Rig:</b> Full rigged ship	<b>Beam:</b> 13'
<b>Homeport:</b> Culver, IN	<b>Rig height:</b> 49'
<b>Sparred length:</b> 65'	<b>Freeboard:</b> 5'
<b>LOA:</b> 54'	<b>Tons:</b> 25 GRT
<b>LOD:</b> 50'	<b>Power:</b> diesel

### FACTS

**Who sails?** Students and Alumni of Culver Academy  
**Program type:** Sail training for students of Culver Academy; sea education in cooperation with organized groups such as the American Camping Association; dockside interpretation while in home port  
**Designer:** Marine Power  
**Built:** 1984: Escanoba, MI, T. D. Vinette  
**Contact:** Doug Bird, Director, Culver Summer Camps, 1300 Academy Road, RD# 138, Culver, IN 46511 USA  
**Tel:** 800-221-2020 **Fax:** 574-842-8462  
**E-mail:** [doug.bird@culver.org](mailto:doug.bird@culver.org)  
**Website:** [www.culver.org](http://www.culver.org)



Photo by Thad Koza

## ROBERT C. SEAMANS

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

Along with the SSV *Corwith Cramer*, the SSV *Robert C. Seamans* is owned and operated by the Sea Education Association (SEA) of Woods Hole, Massachusetts. Built in 2001 and named for a former SEA Trustee and Chairman of the Board, the 134-foot steel brigantine is a highly sophisticated oceanographic research/sailing vessel built in the US. She is outfitted with an oceanographic wet/dry laboratory, classroom, library, and computer laboratory. SEA's fully accredited study abroad program, SEA Semester®, is the leading off-campus Environmental Studies program focused on the ocean. While the academic focus varies, each summer or semester program offers an interconnected suite of courses designed to explore a specific ocean-related theme. All programs include classroom instruction on shore followed by a sailing research voyage at sea. SEA Semester students are motivated undergraduates of all majors who are passionate about learning, inspired to tackle and address real-world problems, and eager to become part of an unparalleled learning community.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 14'
<b>Rig:</b> Brigantine	<b>Beam:</b> 25' 6"
<b>Homeport:</b> Woods Hole, MA	<b>Rig height:</b> 115'
<b>Sparred length:</b> 134' 6"	<b>Sail area:</b> 8,554 square feet
<b>LOD:</b> 111' 6"	<b>Power:</b> Caterpillar 3408, 455 HP
<b>LWL:</b> 90' 6"	<b>Hull:</b> steel

### FACTS

**Who sails?** Undergraduates admitted by competitive selection from over 150 colleges and universities worldwide per year.

**Program type:** Undergraduate study abroad programs combining up to 6 weeks of academic study on shore with up to 6 weeks of oceanographic research under sail at sea.

**Normal cruising waters:** Pacific Ocean

**Season:** Year-round

**Designer:** Laurent Giles, Inc. Naval Architects; Hampshire, England

**Built:** 2001

**Crew:** 6 professional mariners and 4 scientists

**Trainees-passengers:** 24-25

**Contact:** Sea Education Association (SEA), PO Box 6, Woods Hole, MA 02543 USA

**Tel:** 508-540-3954 or 800-552-3633 **Fax:** 800-977-8516

**E-mail:** [admissions@sea.edu](mailto:admissions@sea.edu)

**Website:** [www.sea.edu](http://www.sea.edu)





Photo by Kate Wood

## ROSEWAY

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

World Ocean School aboard *Roseway* provides an authentic method of experiential education at sea that empowers students of diverse backgrounds to reach their full potential as responsible, productive, and engaged community members. World Ocean School provides transformative life skills and character development; inspiration for academic and vocational advancement; strong relationships with caring and responsible adults; and a safe environment for learning aboard *Roseway*. The 137-foot *Roseway* was built in 1925 in Essex, Massachusetts as a private fishing yacht. She was purchased by the Boston Pilots Association in 1941. *Roseway* was the last pilot schooner in the United States when she was retired in 1973. In September 2002, she was donated to World Ocean School. Today, after 92 years of service, she is one of the last Grand Banks schooners built in Essex, and a registered U.S. National Historic Landmark.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 25'
<b>Rig:</b> Schooner	<b>Rig height:</b> 103'
<b>Homeport:</b> Boston, MA	<b>Freeboard:</b> 4'
<b>Sparred length:</b> 137'	<b>Sail area:</b> 5,600 square feet
<b>LOD:</b> 112'	<b>Tons:</b> 260 GRT
<b>LWL:</b> 89'	<b>Power:</b> 400 HP diesel
<b>Draft:</b> 12' 5"	<b>Hull:</b> wood

### FACTS

**Who sails?** Middle school through college students; individuals of all ages

**Program type:** Sea education in community and leadership, cross-cultural partnerships, and environmental stewardship through sail training; dockside interpretations, port appearances, day sails, and private charters.

**Normal cruising waters:** New England (summer); Caribbean (winter)

**Season:** Year-round

**Designer:** John F. James & Sons

**Built:** 1925: Essex, MA, John F. James & Sons

**Crew:** 10

**Contact:** Eden Leonard, Executive Director of World Ocean School, P.O. Box 51091, Boston, MA 02205 USA

**Tel:** 617-816-9247

**E-mail:** eden@worldoceanschool.org

**Website:** www.worldoceanschool.org



Photo by Thad Koza

## SAGRES

### CERTIFICATION



#### Certification:

Portuguese Naval Vessel

### STORY

*Sagres II* sails under the Portuguese flag as a naval training ship. She was built in 1937 at the Blohm & Voss shipyard in Hamburg, Germany, and is virtually a sister ship to *Eagle*, *Mircea*, *Tovarishch*, and *Gorch Fock II*. Originally named *Albert Leo Schlageter*, she served under American and Brazilian flags before being acquired by Portugal in 1962. At that time she replaced the first *Sagres*, which was built in 1896 as the *Rickmer Rickmers*. The original *Sagres* has now been restored and serves as a museum ship in Hamburg, Germany. The name *Sagres* is derived from the historic port that sent forth many famed Portuguese explorers and navigators. It served as the home and base for Prince Henry the Navigator (1394-1460). His court in *Sagres* was responsible for the geographic studies and practical explorations that made Portugal master of the seas in the early 15th-century. A bust of Prince Henry serves as the figurehead on the bow of *Sagres II*, and the ship is easily identified by the traditional Portuguese crosses of Christ (Maltese crosses) that mark the square sails on her fore- and mainmasts.

### SPECIFICATIONS

**Flag:** Portugal

**Rig:** Barque

**Homeport:** Lisbon,  
Portugal

**Sparred length:** 293' 6"

**Draft:** 17'

**Beam:** 39' 6"

**Hull:** steel

### FACTS

**Who sails?** Cadets of the Portuguese Navy

**Program type:** Training vessel for the Portuguese Navy

**Normal cruising waters:** Worldwide

**Season:** Year-round

**Built:** 1937: Hamburg, Germany, Blohm & Voss Shipyard

**Contact:** Portuguese Defense and Naval Attaché, Embassy of Portugal, 2012 Massachusetts Ave., NW, Washington, DC 20008 USA

**Tel:** 202-232-7632 **Fax:** 202-328-6827

**E-mail:** ponavnir@mindspring.com





## SAN SALVADOR

### CERTIFICATION



**USCG certification:** Pending  
Passenger Vessel (Subchapter T)

### STORY

What was considered an impossible feat for the Maritime Museum of San Diego in 2007, is now a reality - recreating California's discovery ship, the Spanish galleon, *San Salvador*. Juan Rodríguez Cabrillo sailed north from Guatemala in search of the mythical Strait of Aníán and instead of grand riches and a route to the Far East, he and his fleet of three small ships explored the Pacific west coast, charting locations as far north as San Francisco and the offshore islands. On September 28, 1542, Cabrillo's fleet entered San Diego Bay (naming it El Puerto de San Miguel), and in doing so Cabrillo and his men became the first Europeans to explore and describe the coastal landscape and interact with the native people. While Cabrillo is celebrated in hundreds of iconic images along California's byways, there has been no tangible representation of the ship until now. In 2015, after five years of building the galleon and thousands of hours of labor, half of which were rendered by volunteers, the ship launched. *San Salvador* serves as a discovery ship for thousands of students and visitors as she joins the museum's fleet of ships and sails in San Diego Bay and north along the Pacific Coast, calling into ports, no doubt appearing as she must have in 1542 to the natives. MMSD now uses her for a variety of educational programs and public adventure sails. Her Pacific Heritage Tour Adventure sailing program which began in 2016 offers residents and visitors an opportunity to enjoy day and overnight once-in-a-lifetime experiences at sea.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 10' full load waterline
<b>Rig:</b> Spanish Galleon	<b>Beam:</b> 25' 1-1/2"
<b>Homeport:</b> San Diego, CA	<b>Rig height:</b> 82' 2-3/4"
<b>Sparred length:</b> 114' 7-5/8"	<b>Freeboard:</b> 4' 10-1/2"
<b>LOA:</b> 93' 6-3/4"	<b>Sail area:</b> 4,160 square feet
<b>LOD:</b> Main Deck 75' 6"	<b>Tons:</b> 98.2 GRT
<b>LWL:</b> 72' 8" full load	<b>Power:</b> 2 x 280 hp Diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** Groups and individuals of all ages  
**Program type:** At sea, dockside and distance learning education programs in maritime history and programs with schools, passenger day sails and overnight passages.  
**Designer:** Maritime Museum of San Diego  
**Normal cruising waters:** Southern California and the California Coast  
**Built:** 2015  
**Crew:** 10 **Trainees-passengers:** 28  
**Contact:** Maritime Museum of San Diego, 1492 N. Harbor Drive, San Diego, CA 92101-3309 USA  
**Tel:** 619-234-9153 x 123  
**Website:** [www.sdmartitime.org](http://www.sdmartitime.org)





## SEAWARD

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

Call of the Sea and the schooner *Seaward's* mission is to inspire people of all ages and backgrounds, and especially youth, to connect with the sea, San Francisco Bay, and seafaring. Each year over 6,000 passengers sail on *Seaward*. Hands-on programs focus on the ocean and bay environment, our nautical heritage, seamanship, teamwork, and leadership. *Seaward* is well-suited to both the 'inside' waters of the bay and the 'outside' waters beyond the Golden Gate and their programs range from three hour Bay sails for all ages to challenging week-long coastal voyages with teenagers. They offer wintertime voyages along the Mexican coast for adults and local youth groups. *Seaward* is also available for collaborative programs with educational partners as well private charters and public sails. Call of the Sea is in the process of building a 132-foot brigantine, the *Matthew Turner*, that will join *Seaward* for educational sailing. This vessel will use a hybrid propulsion system with sleeping accommodations for 38 passengers and crew. The Golden Gate Tall Ships Society is also part of the Call of the Sea family of vessels and crews.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 17'
<b>Rig:</b> Staysail schooner	<b>Rig Height:</b> 75'
<b>Homeport:</b> Sausalito, CA	<b>Freeboard:</b> 4'
<b>Sparred Length:</b> 82'	<b>Sail area:</b> 2,400 square feet
<b>LOA:</b> 82'	<b>Tons:</b> 59 GRT
<b>LOD:</b> 65'	<b>Power:</b> 210 HP Cummins 6BT
<b>Draft:</b> 8' 6"	<b>Hull:</b> steel

### FACTS

**Who sails?** Elementary and High school students and adults  
**Program type:** Marine environmental education on board the vessel through programs ranging from three hours to week long voyages

**Normal cruising waters:** San Francisco Bay, California Coast and the Pacific Coast of Mexico

**Season:** Northern California from April to November and Mexico from December to April

**Designer:** Russ Woodin

**Built:** 1988: Paul Bramsen, St. Augustine, Florida

**Crew:** 5 **Trainees-passengers:** 45 daysails, 12 overnight

**Contact:** Charles J. Hart, Executive Director, Call of the Sea, 2330 Marinship Way, Suite 150, Sausalito, CA 94965 USA

**Tel:** 415-331-3214 **Fax:** 415-331-1412

**E-mail:** [info@CalloftheSea.org](mailto:info@CalloftheSea.org)

**Website:** [www.CalloftheSea.org](http://www.CalloftheSea.org)





Photo by Thad Koza

## SEDOV

### CERTIFICATION



**Certification:**  
Special Purpose Vessel

### STORY

*Sedov* is the world's largest tall ship still in service and was one of the last barques built for deepwater cargo carrier service from South America and Australia to the German ports of Bremen and Hamburg. Constructed in 1921 as *Magdalene Vinnen* in Kiel, Germany, she sailed for the Bremen firm of F. A. Vinnen. Following the German commercial tradition, she was christened in honor of one of the owner's female family members. After being sold to the shipping conglomerate Norddeutscher Lloyd in 1936, she was renamed *Kommodore Johnson* and served as a sail training vessel. After World War II, she was appropriated by the Russian Ministry of Fisheries and was renamed for the Soviet polar explorer and oceanographer Georgij Sedov (1877 – 1914). *Sedov* is the largest square-rigger still in service from the days of deepwater cargo sailing. She is ten feet longer than the other giant Russian barque, *Kruzenshtern*. Besides her physical statistics, such as masts that rise 184-feet above the deck and a length of 386-feet, *Sedov* boasts its own bakery, workshop, and first-aid station.

### SPECIFICATIONS

<b>Flag:</b> Russia	<b>Sparred length:</b> 386'
<b>Rig:</b> Barque, 4-masted	<b>Draft:</b> 27'
<b>Homeport:</b> Murmansk, Russia	<b>Beam:</b> 48'
	<b>Hull:</b> steel

### FACTS

**Who sails?** Students of the Murmansk State Technical University  
**Program type:** Sail training vessel  
**Normal cruising waters:** Worldwide  
**Designer:** 1921: Friedr. Krupp, A.G. Germaniawerft, Kiel, Germany  
**Crew:** 70 **Cadets:** 164 **Passengers:** 50 guest passengers  
**Contact:** Murmansk State Technical University  
**Website:** <http://eng.mstu.edu.ru/>



## SERENITY

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

*Serenity* was built in 1986 by Custom Steel Boats of Arapaho, North Carolina. She was designed as a cargo schooner and was converted to a passenger vessel in the early 1990s. In 2000, she was purchased by Greg and Laura Lohse of Low Sea Company and brought to Cape Charles, Virginia, on the Chesapeake Bay. She had previously been used as a fishing schooner and was in a state of disrepair. The Lohses spent the next few years refitting her from stem to stern. They started a day sail business in Cape Charles offering cruises on the Chesapeake Bay. *Serenity* has participated in numerous tall ship events on the East Coast and the Great Lakes. In 2005, the Lohses expanded their fleet with the 105-foot schooner *Alliance* and moved their daysail business to Yorktown, Virginia as Yorktown Sailing Charters. *Serenity* sails from Riverwalk Landing Pier, Yorktown, offering pirate cruises and private charters. Yorktown Sailing Charters also partners with the Virginia Institute of Marine Science and the Yorktown Watermen's Museum to increase public awareness of the Chesapeake Bay through a variety of educational cruises on the York River.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 14'
<b>Rig:</b> Gaff topsail schooner	<b>Rig Height:</b> 55'
<b>Homeport:</b> Yorktown, VA	<b>Freeboard:</b> 3'
<b>Sparred Length:</b> 65'	<b>Sail area:</b> 1,544 square feet
<b>LOA:</b> 54'	<b>Tons:</b> 26 GRT
<b>LOD:</b> 50'	<b>Power:</b> 60 HP Beta Marine Diesel
<b>LWL:</b> 44'	<b>Hull:</b> steel
<b>Draft:</b> 5' 6"	

### FACTS

**Who sails?** Groups and individuals of all ages  
**Program type:** Daysails  
**Normal cruising waters:** Chesapeake Bay  
**Season:** April through October  
**Designer:** Tom Colvin  
**Built:** 1986: Arapaho, NC, Custom Steel Boats  
**Crew:** 2 **Trainees-passengers:** 29 daysails  
**Contact:** Laura Lohse, Yorktown Sailing Charters, P.O. Box 238, Yorktown, VA 23690 USA  
**Tel:** 757-639-1233  
**E-mail:** [info@sailoryorktown.com](mailto:info@sailoryorktown.com)  
**Website:** [www.sailoryorktown.com](http://www.sailoryorktown.com)





Photo by Thad Koza

## SHABAB OMAN

### CERTIFICATION



**Certification:**  
Omani Naval Vessel

### STORY

Built in Scotland in 1971 as a sail training vessel, *Shabab Oman* was acquired by the Sultanate of Oman in 1979. *Shabab Oman*, which means "youth of Oman," serves as a training ship for the royal navy of Oman and also trains young men from other Omani government bureaus. The sculptured figurehead on her bow is a replica of the fifteenth-century Omani mariner Ahmed bin Majed, who helped the Portuguese sailor Vasco da Gama explore Africa and India. The turban-clad Majed cuts a rakish figure, wearing a green sash and red "khunjar," a traditional dagger. The red coat-of-arms of the sultanate is recognizable on the sails of *Shabab Oman* and consists of a khunjar superimposed on a pair of crossed scimitars.

### SPECIFICATIONS

<b>Flag:</b> Sultanate of Oman	<b>Draft:</b> 15'
<b>Rig:</b> Barquentine	<b>Beam:</b> 28'
<b>Homeport:</b> Muscat, Oman	<b>Hull:</b> wood
<b>Sparred length:</b> 171'	

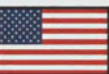
### FACTS

**Program type:** Sail training vessel of the Royal Navy of Oman  
**Contact:** Embassy of the Sultanate of Oman, 2535 Belmont Road, NW Washington, DC 20008 USA  
**Tel:** 202-387-1980 **Fax:** 202-745-4933



# SHENANDOAH

## CERTIFICATION



**USCG certification:**  
 Passenger Vessel (Subchapter T)

## STORY

In 2018, *Shenandoah* will begin her 55th season carrying passengers under the American flag along the coasts of Southern New England. For the past 25 seasons she has, almost exclusively, carried young campers ages 9 to 16-years-old, students from each of Martha's Vineyard elementary schools as well as others. She is a school ship in the truest sense of the word. Her design reflects the U.S Revenue Cutter *Joe Lane*, of 1849 after whom *Shenandoah* was modeled. She is the only American square-rigger in operation without auxiliary power. She was designed by her owner and skipper and has never been under way without him onboard. Under favorable conditions she is capable of 12.5 knots. She sails with a crew of 10 and her young passengers, whom under close supervision and instruction, get involved with all aspects of life onboard and underway onboard a true sailing vessel. One 11-year-old passenger, bid the captain goodbye tearfully telling him, "This was the best week I ever had in my whole life!" This is the type of response that the Black Dog Tall Ships strives for with every program and for every passenger.

SPECIFICATIONS	
<b>Flag:</b> USA	<b>LWL:</b> 101'
<b>Rig:</b> Square topsail schooner, 2-masted	<b>Draft:</b> 11'
<b>Homeport:</b> Vineyard Haven, MA	<b>Beam:</b> 23'
<b>Sparred length:</b> 152'	<b>Rig height:</b> 94'
<b>LOA:</b> 108'	<b>Freeboard:</b> 3' (amidships)
	<b>Sail area:</b> 7,000 square feet
	<b>Tons:</b> 85 GRT

## FACTS

**Who sails?** School groups (elementary through college - discounted through our Sailing School Program), young campers during their "Kids Cruise" summer camp programs, private charters and daysailers of all ages

**Program type:** Sail training for summer campers and school groups, private charters and daysails

**Normal cruising waters:** Southern New England

**Season:** June through September

**Crew:** 10 **Trainees-passengers:** 35 daysails, 30 overnight

**Contact:** Captain Robert S. Douglas, The Black Dog Tall Ships, PO Box 429, Vineyard Haven, MA 02568 USA

**Tel:** 508-693-1699 **Fax:** 508-693-1881

**E-mail:** [office@theblackdogtallships.com](mailto:office@theblackdogtallships.com)

**Website:** [www.theblackdogtallships.com](http://www.theblackdogtallships.com)





## SIGHTSAILER

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

*Sightsailer* is a custom built sloop designed by Newport Naval architect Yves-Marie Tanton. She has a towering sail plan, allowing her to sail on the lightest of winds, and she provides a lively sailing experience once the wind pipes up! She has a large, comfortable, cushioned cockpit, complete with back and foot rests, as well as two stern seats. Guests may take the wheel and sail, or sit back and relax. *Sightsailer* offers daily scheduled sails as well as private charters. Departures are from historic Bowen's Wharf in downtown Newport, Rhode Island.

### SPECIFICATIONS

Flag: USA	Draft: 6' 6"
Rig: Sloop	Beam: 11' 1"
Homeport: Newport, RI	Rig height: 63'
Sparred length: 46'	Freeboard: 3' 6"
LOA: 46'	Sail area: 961 square feet
LOD: 42'	Power: 47 HP diesel
LWL: 40'	Hull: aluminum

### FACTS

**Who sails?** Ages 6 and over

**Program type:** Public daysails and private charters

**Normal cruising waters:** Narragansett Bay, Rhode Island

**Season:** May through October

**Crew:** 2 **Trainees-passengers:** 13

**Contact:** John Hirschler, Sightsailing, Inc., 32 Bowen's Wharf, Newport, RI 02840 USA

**Tel:** 401-849-3333

**E-mail:** [info@sightsailing.com](mailto:info@sightsailing.com)

**Website:** [www.sightsailing.com](http://www.sightsailing.com)



## SIGSBEE

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The skipjack *Sigsbee* was built in 1901 in Deal Island, Maryland and worked as an oyster dredge boat until the early 1990s. She was named after Charles D. Sigsbee, who was the Commanding Officer of the battleship *Maine*. The vessel was rebuilt by the Living Classrooms Foundation in 1994, and now sails Chesapeake Bay with students on board. While sailing on board the *Sigsbee*, students learn the history of skipjacks and the oyster industry, marine and nautical science, and gain an appreciation of Chesapeake Bay and the hard work of the watermen of a bygone era.

### SPECIFICATIONS

Flag: USA	Beam: 16'
Rig: Sloop	Rig height: 68'
Homeport: Baltimore, MD	Freeboard: 2' 5"
Sparred length: 76'	Sail area: 1,767 square feet
LOD: 50'	Tons: 14 GRT
Draft: 3' 5"	Power: 150 HP diesel

### FACTS

**Who sails?** Students and other organized groups, individuals, and families

**Program type:** Sail training with paying trainees; sea education in marine and nautical science, maritime history, and ecology for school groups from elementary through college

**Normal cruising waters:** Chesapeake Bay and the Delaware River

**Season:** April through November

**Built:** 1901: Deal Island, Maryland

**Rebuilt:** 1994: Baltimore, Maryland

**Crew:** 4 **Trainees-passengers:** 30 daysails, 15 overnight, age: 13+

**Dockside visitors:** 30

**Contact:** Living Classrooms Foundation, 802 South Caroline Street, Baltimore, MD 21231-3311 USA

**Tel:** 410-685-0295 **Fax:** 410-752-8433

**Website:** [www.livingclassrooms.org](http://www.livingclassrooms.org)





Photo by Thad Koza

## SIMON BOLIVAR

### CERTIFICATION



#### Certification:

Venezuelan Naval Vessel

### STORY

*Simon Bolivar* was one of four barques built in Spain for Latin American countries. Similar in design and rigging, the four ships are nearly identical sister ships: *Gloria* from Columbia, *Guayas* from Ecuador, *Cuauhtemoc* from Mexico, and *Simon Bolivar*. All four are frequent visitors to the United States and at major tall ship gatherings. The 270-foot *Simon Bolivar* was completed in 1980 and named for the "great liberator" of northern South America. Bolivar (1783-1830) was instrumental in the independence of Columbia, Ecuador, Panama, Peru, and Venezuela. *Simon Bolivar* embodies the spirit of idealism and freedom of her namesake. Her figurehead is an allegorical depiction of Liberty and was designed by the Venezuelan artist Manuel Felipe Rincon.

### SPECIFICATIONS

**Flag:** Venezuela

**Rig:** Barque

**Homeport:** La Guaira,  
Venezuela

**Sparred length:** 270'

**Draft:** 14' 6"

**Beam:** 35'

**Hull:** steel

### FACTS

**Program type?** Training vessel of the Venezuelan Navy

**Normal cruising waters:** Worldwide

**Contact:** Embassy of the Bolivarian Republic of Venezuela,  
1099 30th Street, NW Washington, DC 20007 USA

**Tel:** 202-342-2214 **Fax:** 202-342-6820



## SOUNDWATERS

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

SoundWaters, Inc. is a non-profit education organization dedicated to protecting Long Island Sound and its watershed through education. *SoundWaters* offers shipboard and land-based programs to 35,000 children and adults from Connecticut and New York. The schooner *SoundWaters* is the platform for a variety of programs includes seamanship, navigation, helmsmanship, and field exploration of marine ecosystems. *SoundWaters* crew includes environmental educators, biologists, naturalists, and a licensed captain. In addition, SoundWaters, Inc. operates the SoundWaters Community Center for Environmental Education, featuring educational exhibits and displays, classroom and community meeting space, a wet lab, and cutting-edge "green" construction. The organization also conducts many free outreach programs, which are offered through public schools and community centers.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 14'
<b>Rig:</b> Gaff schooner, 3-masted	<b>Rig height:</b> 60'
<b>Homeport:</b> Stamford, CT	<b>Freeboard:</b> 3' 6"
<b>Sparred length:</b> 80'	<b>Sail area:</b> 1,510 square feet
<b>LOD:</b> 65'	<b>Tons:</b> 32 GRT
<b>Draft:</b> 3' (centerboards up), 8' (centerboards down)	<b>Power:</b> diesel
	<b>Hull:</b> steel

### FACTS

**Who sails?** School groups from elementary through college; individuals and families

**Program type:** Sea education in marine science and ecology in cooperation with accredited institutions and other groups, and as informal, in-house programming

**Normal cruising waters:** Long Island Sound

**Season:** April to November

**Designer:** William Ward

**Built:** 1986; Norfolk, Virginia, Marine Metals, Inc.

**Crew:** 3 - 5 instructors **Trainees-passengers:** 42 daysails, 15-20 overnight

**Contact:** SoundWaters Inc., Cove Island Park, 1281 Cove Road, Stamford, CT 06902 USA

**Tel:** 203-323-1978 **Fax:** 203-967-8306

**E-mail:** connect@soundwaters.org

**Website:** www.soundwaters.org





Photo by Tom Wadson

## SPIRIT OF BERMUDA

### CERTIFICATION



#### USCG Certification:

Passenger Vessel (Subchapter T)

### STORY

The purpose-built sail training vessel is based on civilian schooners constructed by Bermudians, enslaved and free, in the 19th-century prior to the emancipation of slavery in the British Empire. The original hull shape was adapted from the Bermuda-built RN Shamrock class, fast dispatch and patrol vessels that ran from the RN Dockyard northwest to Halifax and southwest to Jamaica to contain the rebel colonies. The Bermuda rig was innovated on the coastal sloops that abounded between the 17th and early 19th-centuries. Faced with impassable pathways ashore, locals evolved the lateen rig to short-tack upwind around the island and to the fishing banks windward of Bermuda. Bermuda Sloop Foundation recognizes that children learn differently, and that many youth do not acquire information optimally in a traditional classroom setting. The mission of the Foundation is to provide character and educational development for these and other Bermuda youth using the unique attributes of structured experiential learning through sail training aboard our floating classroom, *Spirit of Bermuda*, in order to increase their positive life outcomes, and to create awareness of and pathways to marine-related careers.

### SPECIFICATIONS

<b>Flag:</b> Bermuda	<b>Beam:</b> 23'
<b>Rig:</b> Bermudian	<b>Rig height:</b> 93' 9"
<b>Homeport:</b> Hamilton, Bermuda	<b>Freeboard:</b> 5'
<b>Sparred length:</b> 118'	<b>Sail area:</b> 4,437 square feet
<b>LOA:</b> 112'	<b>Tons:</b> 92 GRT
<b>LOD:</b> 87' 4"	<b>Power:</b> Cat 3126 385 HP diesel
<b>LWL:</b> 75'	<b>Hull:</b> cold-molded epoxy
<b>Draft:</b> 9' 6"	laminated wood

### FACTS

**Who sails?** School groups and individual youth (ages 12-25); charter groups and individual adults

**Program type:** Curricular middle school learning expeditions; follow-up voyages for 'at-risk' youth; extra-curricular youth expeditions; teambuilding, relationship-building and social event charters

**Normal cruising waters:** Bermuda waters and Western Atlantic

**Season:** Year-round

**Designer:** Langan Design Associates, Newport, RI USA

**Built:** 2006: Rockport, ME, Rockport Marine

**Crew:** 8 **Trainees-passengers:** 50 daysails, 24 coastal overnight, 15 offshore

**Contact:** Bermuda Sloop Foundation, P.O. Box HM 2442, Hamilton HM JX, Bermuda

**Tel:** 441-737-5667 **Fax:** 441-297-5667

**E-mail:** info@bermudasloop.org

**Website:** www.bermudasloop.org  
www.facebook.com/bermudasloopfoundation



Photo by Thad Koza

## SPIRIT OF SOUTH CAROLINA

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The *Spirit of South Carolina*, owned and operated by Spirit of South Carolina LLC, was launched in March 2007. Her lines are reminiscent of an 1870s pilot schooner that was built in Charleston, South Carolina. The *Spirit of South Carolina* operates mainly as a sailing school vessel offering a unique education platform for the students of the Palmetto State. The hands-on programs conducted aboard are designed to challenge and engage students while promoting responsibility, teamwork, and stewardship for both their community and their environment. Programs vary in duration from daysail programs to multi-day and multi-week voyages. When not sailing in South Carolinas waters, the vessel also serves as the states floating 'Goodwill Ambassador' promoting the resourcefulness and vibrancy of South Carolinians.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 24'
<b>Rig:</b> Schooner	<b>Rig height:</b> 125'
<b>Homeport:</b>	<b>Freeboard:</b> 3' 9"
Charleston, SC	<b>Sail area:</b> 6,462 square feet
<b>Sparrd length:</b> 140'	<b>Tons:</b> 94 GRT
<b>LOD:</b> 91'	<b>Power:</b> two 230 HP Cummins
<b>LWL:</b> 88'	diesel
<b>Draft:</b> 10' 5"	<b>Hull:</b> wood

### FACTS

**Who sails?** South Carolina students and educators

**Program type:** Marine science, maritime history, ecology, seamanship

**Normal cruising waters:** North Atlantic, Caribbean, Canadian Maritimes

**Season:** Year-round

**Designer:** Tri-coastal Marine

**Built:** 2007: Sea Island Boatworks, Charleston, SC

**Crew:** 9 **Trainees-passengers:** 40 daysails, 21 overnight

**Contact:** Fletcher Meyers, Executive Director, Spirit of South Carolina LLC, 5700 Dorchester Road, C-7, Charleston, SC 29418 USA

**Tel:** 843-696-0406

**E-mail:** [director@spiritofsc.com](mailto:director@spiritofsc.com)

**Website:** [www.SpiritofSc.org](http://www.SpiritofSc.org)





Photo by Thad Koza

## STAR OF INDIA

### CERTIFICATION



**USCG certification:**  
Attraction Vessel

### STORY

The *Star of India* was built at Ramsey shipyard on the Isle of Man and launched as the *Euterpe* in 1863. She began her working life as a cargo ship in the India trade and was nearly lost on her first two voyages, surviving a mutiny, collision, cyclone and the death of her captain. In 1871, she embarked on a quarter century of hauling emigrants to New Zealand. She circumnavigated the globe 21 times during this service. She was sold to American owners in 1898 and renamed the *Star of India* in 1906. By 1923, steam power had replaced sails on merchant ships and the *Star of India* was laid up in Oakland. A group of San Diegans purchased the ship and had her towed to San Diego in 1927. Depression and war delayed the beginning of her restoration until the late 1950s. In 1976, with her restoration complete, she sailed on San Diego Bay for the first time in 50 years. The *Star of India* is now the pride of the Maritime Museum of San Diego's fleet of historic ships. She is maintained by a dedicated group of volunteers and skilled craftsman and sails at least once a year.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 35'
<b>Rig:</b> Barque, 3-masted	<b>Rig height:</b> 148'
<b>Homeport:</b> San Diego, CA	<b>Freeboard:</b> 15'
<b>Sparred length:</b> 278'	<b>Sail area:</b> 18,000 square feet
<b>LOD:</b> 210'	<b>Tons:</b> 1,197 GRT
<b>LWL:</b> 200'	<b>Hull:</b> iron
<b>Draft:</b> 21' 6"	

### FACTS

**Who sails?** Selected volunteers, permanent crew, and invited passengers

**Program type:** Sail training for crew and apprentices; sea education in maritime history; dockside interpretations

**Normal cruising waters:** Coastal waters between San Diego, California and northern Baja California, Mexico

**Designer:** Edward Arnold

**Built:** 1863: Ramsey, Isle of Man, UK, Gibson, McDonald & Arnold

**Contact:** San Diego Maritime Museum, 1492 N. Harbor Drive, San Diego, CA 92101 USA

**Tel:** 619-234-9153 x 120

**Website:** [www.sdmaritime.org](http://www.sdmaritime.org)





## STARBOUND

### CERTIFICATION



**USCG certification:** Uninspected Passenger Vessel

### STORY

*Starbound* is a magnificent 72-foot wooden sailing ship built in 1950 based on Joshua Slocum's 36-foot *Spray*, made famous by completing the world's first solo circumnavigation in 1898. She has an adventure-filled history, having twice sailed around the world, and was once owned by the famed singer and actor Burl Ives. She is owned by S.A.L.T.Y. (Seamanship and Leadership Training for Youths), a non-profit 501c3 organization with the mission to provide seamanship and leadership training to young men and women, ages 14 to 21, through hands-on experience aboard sailing vessels. *Starbound* will serve Sea Scouts, a high adventure group of the Boy Scouts of America, and other youth groups including all Boy Scouts & Girl Scouts, Boys & Girls Clubs, Y.M.C.A., Ronald McDonald House and Gold Star Teens - an organization that provides experiences for teens who have lost a parent in military conflict.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 18'
<b>Rig:</b> Square-rigged ketch	<b>Rig height:</b> 68'
<b>Homeport:</b> East Greenwich, RI	<b>Freeboard:</b> 5'
<b>Sparred length:</b> 72'	<b>Sail area:</b> 3,260 square feet
<b>LOA:</b> 72'	<b>Tons:</b> 40 GRT
<b>LOD:</b> 46'	<b>Power:</b> 180 HP diesel
<b>LWL:</b> 42'	<b>Hull:</b> wood
<b>Draft:</b> 6'	

### FACTS

**Who sails?** Sea Scouts, Boy & Girl Scouts, YMCA, other youth organizations and private corporate charters

**Program type:** Weekly and daily youth charters teaching seamanship; leadership training focused on fun and discovering the sea

**Normal cruising waters:** Narragansett Bay, Martha's Vineyard, Nantucket, Block Island Sound

**Season:** May through October

**Designer:** Custom Spray Replica, Wittaker/Christensen

**Built:** 1950; restorations: 1999, 2004 and 2015

**Crew:** 2 - 4 **Trainees-passengers:** 30 daysails, 6 overnight

**Contact:** Capt. Dave Pickering, Chairman, S.A.L.T.Y. (Seamanship And Leadership Training for Youths), 2500 Post Road, Warwick, RI 02886 USA

**Tel:** 401-742-5039

**E-mail:** [SaltyFoundation@gmail.com](mailto:SaltyFoundation@gmail.com)

**Website:** [www.ssaltysailingadventures.org](http://www.ssaltysailingadventures.org)





## SULTANA

### CERTIFICATION



#### USCG certification:

Passenger Vessel (Subchapter T)

### STORY

The schooner *Sultana* is the flagship of the *Sultana* Education Foundation, a Chesapeake-based nonprofit that provides field programs in environmental science and history to more than 12,000 students annually. SULTANA is reproduction of a 1767 American-built schooner that was employed by the Royal Navy between 1768 and 1772 to enforce the notorious "Tea Taxes" along the North American Coast. Thanks to extensive records preserved by the Royal Navy and the Public Records Office in London, *Sultana* is among the most accurate 18th Century reproductions in the world. The schooner operates primarily on the Maryland portion of the Chesapeake Bay where she provides Maryland State Department of Education certified under-sail programs for 15 Maryland counties annually.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 8'
<b>Rig:</b> Square topsail schooner	<b>Beam:</b> 17'
<b>Homeport:</b> Chestertown, MD	<b>Rig height:</b> 72'
<b>Sparred length:</b> 97'	<b>Freeboard:</b> 5'
<b>LOD:</b> 53'	<b>Tons:</b> 43 GRT
<b>LWL:</b> 53'	<b>Power:</b> Single screw diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** School & adult groups, individuals of all ages

**Program type:** Under-sail educational experiences in environmental science and history, including both day trips and live-aboard programming

**Normal cruising waters:** Chesapeake Bay

**Season:** April to November

**Designer:** Benford Design Group, St. Michael's, Maryland

**Built:** 2001: Chestertown, Maryland, Swain Boatbuilders, LLC

**Crew:** 5 **Trainees-passengers:** 32 daysails, 11 overnight

**Contact:** Drew McMullen, President, Sultana Education Foundation, PO Box 524, Chestertown, MD 21620 USA

**Tel:** 410-778-5954 **Fax:** 410-778-4531

**E-mail:** dmcullen@sultanaeducation.org

**Website:** www.sultanaeducation.org



## SUMMER WIND

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

The *Summer Wind* is a 48-foot, Junk-rigged, steel-hulled Colvin Gazelle owned and operated by American Sailing Tours, Inc. in Baltimore. The *Summer Wind* sails up to six times daily, doing 90-minute sailing tours in Baltimore Harbor, as well as private charters to the Chesapeake Bay. With lots of great music and some history lessons not taught anywhere else, the *Summer Wind* has quickly become a top attraction in Baltimore. The intern program provides live-aboard opportunities to learn all aspects of sail handling, boat handling, maintenance and repair, deck safety and navigation. Interns cover all the material required to sit for the Captains license exam. The *Summer Wind* is also a member of the American Schooner Association. Captain Tom Kirwan is a former crew member of the tall ship *Kalmar Nyckel*. *Summer Wind* is the only ship with its own seafaring radio station at SummerWindRadio.com.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 11' 6"
<b>Rig:</b> Junk schooner	<b>Rig height:</b> 50'
<b>Homeport:</b> Baltimore, MD	<b>Freeboard:</b> 2' 6"
<b>Sparred length:</b> 54'	<b>Sail Area:</b> 833 square feet
<b>LOA:</b> 48'	<b>Tons:</b> 15 GRT
<b>LOD:</b> 42' 6"	<b>Power:</b> Yanmar 54 HP diesel
<b>LWL:</b> 38'	<b>Hull:</b> steel
<b>Draft:</b> 4' 6"	

### FACTS

**Who sails?** Individuals ages 10+  
**Program type:** Passenger daysails, private charters  
**Normal cruising waters:** Baltimore, Chesapeake Bay  
**Season:** April 1 to October 31  
**Designer:** Thomas E. Colvin  
**Built:** 1979: Deltaville, VA  
**Crew:** 2 **Trainees-passengers:** 6 daysails, 6 overnight  
**Contact:** Capt. Tom Kirwan, American Sailing Tours, Harbor East Marina, 40 International Drive, Baltimore, MD 21202 USA  
**Tel:** 215-900-7758 **Fax:** 856-810-2607  
**E-mail:** tom@AmericanSailingTours.com  
**Website:** www.AmericanSailingTours.com





## SURPRISE

### CERTIFICATION



**USCG certification:**  
Attraction Vessel

### STORY

"HMS *Surprise* is a 179-foot full-rigged ship. Her designers and builders made painstaking efforts to recreate a 24-gun frigate of Great Britain's Nelson-era Royal Navy. The result is a replica vessel unmatched in its authenticity and attention to detail. Originally christened "HMS" *Rose* when she was launched in 1970, she served as a sail training vessel operating out of several east coast ports for over 30 years. The ship underwent extensive modifications for the production of the film "Master and Commander: The Far Side of the World" in 2002. The Maritime Museum of San Diego purchased "HMS" *Surprise* from 20th Century Fox in October, 2004. Plans include restoring the ship to seaworthy condition.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 13'
<b>Rig:</b> Full-rigged ship	<b>Beam:</b> 30'
<b>Homeport:</b> San Diego, CA	<b>Rig Height:</b> 130'
<b>LOA:</b> 179'	<b>Sail Area:</b> 13,000 square feet
<b>LOD:</b> 135'	<b>Tons:</b> 263 GRT
	<b>Hull:</b> wood

### FACTS

**Who sails?** Museum vessel at this time  
**Program type:** No programs as yet  
**Normal cruising waters:** San Diego Bay  
**Designer:** Admiralty  
**Built:** 1970: John Fitzhugh Millar, Lunenburg, Nova Scotia  
**Contact:** Maritime Museum of San Diego, 1492 N. Harbor Drive, San Diego CA 92101 USA  
**Tel:** 619-234-9153 x120  
**Website:** [www.sdmaritime.org](http://www.sdmaritime.org)



## SUSAN CONSTANT

### CERTIFICATION



**USCG certification:**  
Attraction Vessel

### STORY

*Susan Constant* is a full-scale re-creation of the flagship of a small fleet that brought America's first permanent English colonists to Virginia in 1607. Together with the smaller *Godspeed* and *Discovery*, *Susan Constant* is on exhibit at Jamestown Settlement, a living-history museum of 17th-century Virginia. Jamestown Settlement is administered by the Jamestown Yorktown Foundation, an agency of the Commonwealth of Virginia accredited by the American Alliance of Museums. While no plans or renderings of the original *Susan Constant*, *Godspeed*, and *Discovery* have ever been located, the replicas are based on the documented tonnages of the 17th-century ships, and *Susan Constant*'s design incorporates research information that emerged after the first replicas were built. The *Susan Constant* was built at Jamestown Settlement and marked its 25th anniversary in 2016. With a crew of staff and volunteers, *Susan Constant* and *Godspeed* periodically sail to other ports in the Chesapeake Bay region to participate in commemorative and community events and host educational programs.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 11' 9"
<b>Rig:</b> Barque, 3-masted (lateen mizzen)	<b>Beam:</b> 24' 10"
<b>Homeport:</b> Jamestown Settlement, VA	<b>Rig height:</b> 95'
<b>Sparred length:</b> 116'	<b>Freeboard:</b> 11'
<b>LOD:</b> 82'	<b>Sail area:</b> 3,902 square feet
<b>LWL:</b> 77'	<b>Power:</b> twin 135 HP diesels
	<b>Hull:</b> wood

### FACTS

**Who sails?** Crew consisting of Jamestown Settlement staff and volunteers age 18 years and older

**Program type:** Sail training and dockside interpretation

**Season:** Year-round

**Normal cruising waters:** Chesapeake Bay

**Designer:** Stanley Potter

**Built:** 1991: Jamestown Settlement, VA, Allen C. Rawl

**Crew:** 25

**Contact:** Captain Eric Speth, Maritime Program Manager, Jamestown Settlement, PO Box 1607, Williamsburg, VA 23187 USA

**Tel:** 757-253-4838 **Fax:** 757-253-7350

**Website:** [www.historyisfun.org](http://www.historyisfun.org)





## SWIFT OF IPSWICH

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The Los Angeles Maritime Institute is currently making a major investment in the restoration of the square topsail schooner *Swift of Ipswich*. Once completed, she will return to the TopSail Youth Program, alongside the twin brigantines, *Irving Johnson* and *Exy Johnson*, providing character building sail training adventures for youth. As LAMI's original vessel, *Swift of Ipswich* is a learning environment that nurtures the development of knowledge, skills and attitudes that are necessary for the education of today's youth, but difficult to teach in a traditional classroom. About two thirds the size of one of LAMI's twin brigantines, *Swift* is especially well suited for working with smaller, younger groups who might be overwhelmed by the size and complexity of the LAMI brigantines. Built to the lines of an historic Revolutionary War privateer, *Swift of Ipswich* was once the personal yacht of actor James Cagney and has been known as a floating landmark mostly serving youth in Southern California for over 60 years.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 10'
<b>Rig:</b> Square topsail schooner	<b>Beam:</b> 18'
<b>Homeport:</b> Los Angeles, CA	<b>Rig height:</b> 74'
<b>Sparred length:</b> 92'	<b>Freeboard:</b> 5'
<b>LOA:</b> 70'	<b>Sail area:</b> 4,000 square feet
<b>LOD:</b> 66'	<b>Tons:</b> 46 GRT
<b>LWL:</b> 62'	<b>Power:</b> Diesel
	<b>Hull:</b> wood

### FACTS

**Who sails?** Youth/school groups from diverse communities, especially pre-teens and other youth and adult groups seeking character-building/team-building sailing adventures

**Program type:** Educational sailing adventures

**Season:** Year-round

**Normal cruising waters:** Coastal California and offshore islands

**Designer:** Howard I. Chappelle

**Built:** 1938: Ipswich, MA, William A. Robinson

**Crew:** 6 **Trainees-passengers:** 49 daysails, 31 overnight  
Ages: 10+

**Contact:** Captain Bruce Heyman, Executive Director, Los Angeles Maritime Institute, Berth 73, Suite 2, San Pedro, CA 90731 USA

**Tel:** 310-833-6055 **Fax:** 310-548-2055

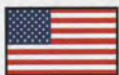
**E-mail:** [director@LAMITopSail.org](mailto:director@LAMITopSail.org)

**Website:** [www.LAMITopSail.org](http://www.LAMITopSail.org)



## TABOR BOY

### CERTIFICATION



#### USCG certification:

Sailing School Vessel (Subchapter R)

### STORY

*Tabor Boy*, a former North Sea pilot schooner built in 1914, has been engaged in sail training as a seagoing classroom for Tabor Academy students since 1954. As a fall and spring extracurricular activity, the vessel sails with an all-student crew under an adult captain to enable upperclassmen to take on the roles and responsibilities of mates and officers. Many Tabor Academy graduates go on to the US Naval or Merchant Marine academies as well as state-run maritime academies. Coastwise cruising and offshore voyages are combined with oceanology studies with destinations as distant as the Caribbean, Mexico and Panama adding adventure to the experience. During the summer, the schooner offers an "Orientation at Sea" program for newly-enrolled Tabor students. One-week cruises enable up to fifteen trainees to be fully involved in sailing and living aboard the vessel while studying marine wildlife, ecology and history of the New England Coast. Winter programs feature sailing and snorkeling in the US and British Virgin Islands to observe and document endangered coral reef ecosystems.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 10' 4"
<b>Rig:</b> Gaff topsail schooner, 2-masted	<b>Beam:</b> 21' 8"
<b>Homeport:</b> Marion, MA	<b>Rig height:</b> 95'
<b>Sparred length:</b> 115'	<b>Sail area:</b> 3,500 square feet
<b>LOA:</b> 92' 10"	<b>Tons:</b> 100 GRT
<b>LOD:</b> 84' 6"	<b>Power:</b> 300 HP diesel
<b>LWL:</b> 78' 8"	<b>Hull:</b> iron

### FACTS

**Who sails?** Enrolled students at Tabor Academy  
**Program type:** Seamanship and oceanography for high school students  
**Normal cruising waters:** Coastal New England (summer), offshore Atlantic and Caribbean (school year)  
**Built:** 1914: Amsterdam, The Netherlands, Scheepswerven & Machinefabrik  
**Crew:** 6 **Trainees-passengers:** 23 Ages: 14-18  
**Contact:** Captain James E. Geil, Master, *Tabor Boy*, Tabor Academy, 66 Spring Street, Marion, MA 02738 USA  
**Tel:** 508-748-2000 **Fax:** 508-291-8301  
**E-mail:** [jgeil@taboracademy.org](mailto:jgeil@taboracademy.org)  
**Website:** [www.taboracademy.org](http://www.taboracademy.org)





## TARANGINI

### CERTIFICATION



**Certification:**  
Indian Naval Vessel

### STORY

INS *Tarangini* was commissioned into the Indian Navy in 1997 as a cadet training ship forming part of the First Training Squadron based in Kochi. The name *Tarangini* comes from the Hindi word "Tarang", which means waves. Besides being an ideal platform for seamanship the ship primarily provides character building and sail training to officer cadets of the First Training Squadron of the Indian Navy. In addition, cadets from the Indian Naval Academy and National Defence Academy are also trained from time to time. She provides an ideal setting for firsthand experience of the natural elements to the cadets embarking on a naval career. INS *Tarangini* fosters the old fashioned and time tested virtues of courage, camaraderie and endurance. She instills among the trainees the indefinable "sea sense", which encompasses the qualities of humanity and prudence which are inseparable from safe and successful seafaring. Onboard, opportunities for developing physical and moral courage, esprit-de-corps, loyalty, and respect for authority, arise as a matter of routine.

### SPECIFICATIONS

<b>Flag:</b> India	<b>Beam:</b> 28'
<b>Rig:</b> Barque, 3-masted	<b>Sail area:</b> 10,392 square feet
<b>Homeport:</b> Kochi, India	<b>Power:</b> twin 320 HP diesels
<b>Sparred length:</b> 177'	<b>Hull:</b> steel
<b>Draft:</b> 15'	

### FACTS

**Who sails?** Officer cadets of the First Training Squadron and officers of the Indian Navy

**Program type:** Sail training and seamanship for cadets and officers of the Indian Navy

**Season:** Year-round

**Normal cruising waters:** Worldwide

**Design:** Colin Mudie

**Built:** 1997: Goa, India, Goa Shipyard Limited

**Crew:** 27 **Trainees:** 30

**Contact:** Embassy of India, 2107 Massachusetts Ave NW, Washington DC 20008 USA

**Tel:** 202-939-7060 **Fax:** 202-986-6717

**E-mail:** navy@indiangov.org



## TREE OF LIFE

### CERTIFICATION



**USCG certification:**  
Uninspected Vessel

### STORY

The schooner *Tree of Life* was launched in 1991. Meticulously crafted by Covey Island Boatworks in Nova Scotia, her hull is strip planked clear Douglas Fir saturated in epoxy and layered with multiple layers of e-glass. The first five stations from the bow aft are double planked with a layer of Kevlar in between the planking. Her decks are Fir, her spars are Spruce, and many of her hatches and brightwork are made from Honduran Mahogany. Her interior is made of various hardwoods including magnificent panels of Hawaiian Koa, Mahogany and Teak as well as Maple in her large galley. The vessel has a large aft cabin with a centerline queen berth and a private head and shower. She has two additional double staterooms, a captain's cabin and four berths for crew in the foc'sle. Her beautiful main salon features a comfortable sitting area and a solid Mahogany table that can seat ten people comfortably. *Tree of Life* has circled the globe twice, safely carrying her crew and passengers over 80,000 miles of ocean bottom. She currently sails throughout New England waters from her homeport of Newport, Rhode Island. She winters in the Caribbean and is available for both short term and long term private charters in both locations.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 18' 6"
<b>Rig:</b> Gaff schooner	<b>Rig height:</b> 85'
<b>Homeport:</b> Newport, RI	<b>Freeboard:</b> 4' 5"
<b>Sparred length:</b> 91'	<b>Sail area:</b> 4,800 square feet
<b>LOD:</b> 70'	<b>Tons:</b> 83 GRT
<b>LWL:</b> 58'	<b>Power:</b> diesel
<b>Draft:</b> 8' 5"	<b>Hull:</b> wood/epoxy

### FACTS

**Who sails?** Individuals and groups of all ages  
**Program type:** Private charters  
**Normal cruising waters:** New England  
**Designer:** Ted Brewer  
**Built:** 1991: Covey Island, Canada  
**Crew:** 4 **Trainees-passengers:** 2  
**Contact:** Paul E. Morse, TYC, LLC  
 100 Metro Center Blvd, Warwick, RI 02886 USA  
**Tel:** 401-474-7150  
**E-mail:** pmorse22@gmail.com  
**Website:** [www.schoonertreeoflife.com](http://www.schoonertreeoflife.com)





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## UNIÓN

### CERTIFICATION



**Certification:** training ship for the Peruvian Navy

### STORY

BAP *Unión* is a training ship of the Peruvian Navy built between 2012–2015 by Shipyard Marine Industrial Services of Peru. It is a four-masted, steel-hulled, class "A" barque. The ship's name honors a Peruvian corvette that took part in the first stage of the 1879–1883 War of the Pacific as part of a naval squadron under the command of Miguel Grau, a hero of the Peruvian Navy. Like other similar ships, *Unión* has been conceived not only for training purposes, but also to be a sailing ambassador for its home country. Due to its features and dimensions, it has been considered (as of the date it was commissioned) the largest sail vessel in Latin America.

### SPECIFICATIONS

<b>Flag:</b> Peru	<b>Beam:</b> 44' 3"
<b>Rig:</b> Barque, 4-masted	<b>Power:</b> t diesel Caterpillar
<b>Homeport:</b> Callao, Peru	3516H engine
<b>Sparred length:</b> 378' 11"	<b>Hull:</b> steel
<b>Draft:</b> 21' 4"	

### FACTS


**Who sails?** Cadets and officers of the Peruvian Navy  
**Program type:** Sail training and seamanship for cadets and officers of the Peruvian Navy  
**Season:** Year-round  
**Normal cruising waters:** Worldwide  
**Design: Built:** 12012-2015: SIMA, Callao, Peru  
**Crew/Trainees:** 250  
**Contact:** Embassy of Peru, 1700 Massachusetts Avenue NW Washington, DC 20036 USA  
**Tel:** 202-833-9860 **Fax:** 202-659-8124



Photo by Thad Koza

## URANIA

### CERTIFICATION

 **Certification:**  
Naval vessel

### STORY

*Urania* is the flagship of the Royal Netherlands Naval College. Every executive officer who has graduated from the naval college over the past 40 years trained on the *Urania*. Generally she sails with three officers, two petty officers, and 12 cadets. She is a very active ship and has been the recipient of the prestigious Friendship Trophy four times, which is awarded by Sail Training International annually to a ship that best demonstrates the spirit of sail training. Her original wishbone rig was modified to her present Bermudian ketch rig in the late 1950s.

### SPECIFICATIONS

**Flag:** The Netherlands  
**Rig:** Ketch  
**Homeport:** Den Helder, The Netherlands  
**LOA:** 76'  
**Draft:** 8' 6"  
**Beam:** 18'  
**Hull:** steel

### FACTS

**Program type:** Training vessel of the Royal Netherlands Naval College  
**Built:** 1928  
**Crew:** 5 **Trainees-passengers:** 12  
**Contact:** Royal Netherlands Embassy, 4200 Linnean Avenue, NW, Washington, DC 20008 USA  
**Tel:** 202-244-5300 **Fax:** 202-362-3430





Photo by Thad Koza

## VIRGINIA

### CERTIFICATION



#### USCG certification:

Passenger Vessel (subchapter T)  
Sailing School Vessel (subchapter R)

### STORY

The Schooner *Virginia* serves the Nauticus Foundation's effort to engage the Hampton Roads community, with a focus on delivering transformative maritime experiences to our underserved youth. The ship's programming emphasizes STEM education and science, tall ship training, and life skill/character development. The Schooner can be visited at Nauticus in downtown Norfolk, Virginia, participate in major events such as the Newport Bermuda Race, Collegiate Sailing Championships, and the Head of the Charles Regatta, as well as in community service projects assisting in safety at sea seminars and with local maritime focused not-for-profit organizations.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 12' 10"
<b>Rig:</b> two masted, gaff topsail, schooner	<b>Beam:</b> 24'
<b>Homeport:</b> Norfolk, VA	<b>Rig height:</b> 112'
<b>Sparred length:</b> 126'	<b>Freeboard:</b> 6'6"
<b>LOA:</b> 122'	<b>Sail area:</b> 6,538 SF
<b>LOD:</b> 114'	<b>Tons:</b> 98 GRT
<b>LWL:</b> 89'	<b>Power:</b> Twin 205 HP Diesel
	<b>Hull:</b> Wood

### FACTS

**Who sails?** Youth groups  
**Program type:** day and overnight sails  
**Season:** Year-round  
**Normal cruising waters:** Chesapeake Bay  
**Season:** April-November  
**Designer:** Tri-Coastal Marine  
**Built:** 2005  
**Crew:** 6-10 **Trainees:** 71 daysails, 16 overnight  
**Contact:** K.C. Fullmer, Director, Nauticus Sailing, Nauticus Foundation, 1 Waterside Drive, Norfolk, VA 23510 USA  
**Tel:** 757-664-1047  
**E-mail:** schoonerinfo@nauticus.org  
**Website:** www.nauticus.org/schooner



## WAVERTREE

### CERTIFICATION

unflagged  
museum ship

#### USCG certification:

None: Permanently Moored Vessel

### STORY

*Wavertree* was built at Southampton, England in 1885 for R.W. Leyland & Company of Liverpool, one of the last large sailing ships built of wrought iron. Today, she is the largest afloat. *Wavertree* was first employed to carry jute, used in making rope and burlap bags, between eastern India (now Bangladesh) and Scotland. When less than two years old she entered the tramp trade, taking cargoes anywhere in the world she could find them. After sailing for a quarter century, she limped into the Falkland Islands in December 1910, having been dismasted off Cape Horn. Rather than re-rigging her, her owners sold her for use as a floating warehouse at Punta Arenas, Chile. She was converted into a sand barge at Buenos Aires, Argentina in 1947, and was acquired by the South Street Seaport Museum in 1968. *Wavertree* is a perfect example of the sort of ship one would have seen on any given day at South Street in Manhattan, the "street of ships."

### SPECIFICATIONS

**Rig:** Full-rigged ship

**Homeport:** New York, NY

**Sparred length:** 325'

**LOD:** 263'

**Draft:** 11' (min.), 22' (max.)

**Beam:** 40'

**Rig height:** 167'

**Sail area:** 31,495 square feet

**Tons:** 2,170 GRT

**Hull:** iron

### FACTS

**Program type:** Sea education in marine science, maritime history, and ecology in cooperation with accredited schools and other groups; other education programs focused toward restoration

**Built:** 1885: Southampton, England, Oswald Mordaunt & Co.

**Contact:** Ship *Wavertree*, South Street Seaport Museum, 12 Fulton Street, New York, New York 10038 USA

**Tel:** 212-748-8600 **Fax:** 212-748-8610

**E-mail:** [shipsandpier@seany.org](mailto:shipsandpier@seany.org) or [volunteercoordinator@seany.org](mailto:volunteercoordinator@seany.org)

**Website:** [www.southstreetseaportmuseum.org/](http://www.southstreetseaportmuseum.org/)





## WENDAMEEN

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The 88-foot schooner *Wendameen* was designed by the famed yacht designer John Alden. She was built in East Boothbay, Maine, and launched in 1912, when she took center stage in the golden era of fast, sleek ocean schooners. Inactive since the 1930s, she was thoroughly restored in the late 1980s and is now listed on the National Register of Historic Places. *Wendameen* is certified by the US Coast Guard to carry 48 passengers on deck and can also accommodate 14 guests for overnight excursions.

### SPECIFICATIONS

Flag: USA	LOA: 67'
Rig: Schooner	LWL: 50' 7"
Homeport: Portland, ME	Draft: 8' 8"
Spurred length: 88'	Beam: 17'

### FACTS

**Who sails?** Schools, camps, organizations, families and individuals of all ages  
**Program type:** Sea education based on in-house programming  
**Normal Cruising Waters:** Casco Bay  
**Season:** May through October  
**Designer:** John G. Alden  
**Built:** 1912: East Boothbay, ME  
**Crew:** 3 **Trainees-passengers:** 49 daysails, 14 overnight  
**Contact:** Scott Reischmann, Portland Schooner Company, PO Box 210, Portland ME 04112-0210 USA  
**Tel:** 207-766-2500 or (toll free) 1-87-SCHOONER  
**E-mail:** [scott@portlandschooner.com](mailto:scott@portlandschooner.com)  
**Website:** [www.portlandschooner.com](http://www.portlandschooner.com)



## WOODWINDS

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

The Schooner *Woodwind* & *Woodwind II* are both 74-foot, wooden, identical schooners that sail out of Annapolis, Maryland and can accommodate up to 48 passengers each. These staysail-rigged schooners do a variety of different activities based out of the Annapolis Marriott Waterfront Hotel. *Woodwind* & *Woodwind II* offer 2-hour public cruises that depart up to four times daily from downtown Annapolis and sail into the Chesapeake Bay. These schooners also offer private charters for special events, family gatherings and corporate events. We specialize in a unique team building program where the clients Match Race both schooners and really learn what it is like to work as a team to get around the race course. We also provide a Boat & Breakfast Package. *Woodwind* has four staterooms where couples can stay aboard on Friday & Saturday nights including a sunset sail, accommodations, and breakfast in the morning. In mid-October, there are four cabins available to cruise the Chesapeake for 5 days on a one-way cruise from Norfolk, Virginia to Annapolis, Maryland. This is a most beautiful time of the year to sail to many coves and quaint towns on the Bay! All meals, instruction, accommodations, sailing lore and plenty of lighthouse history are included on this 130-mile journey.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 16'
<b>Rig:</b> Staysail schooner	<b>Tons:</b> 25 GRT
<b>Homeport:</b> Annapolis, MD	<b>Power:</b> 100 HP diesel Volvo
<b>Sparred length:</b> 77'	<b>Hull:</b> wood
<b>LOA:</b> 61'	
<b>LWL:</b> 51'	
<b>Draft:</b> 7'	

### FACTS

**Who sails?** School Groups from elementary through college, individuals of all ages

**Program type:** Sail training for paying trainees, informal Sea Education, passenger day sails and group charters.

**Normal Cruising Waters:** Chesapeake Bay

**Designer:** John Scarano, Scarano Boat Builders

**Built:** 1998: Albany, NY, Scarano Boat Builders

**Crew:** 10 **Trainees-passengers:** 48 daysails, 8 overnight

**Contact:** Jennifer Brest, Captain and Director of Marketing, Running Free, Inc. 1930 A Lincoln Drive, Annapolis, MD USA  
**Tel:** 410-263-7837

**E-mail:** [info@schoonerwoodwind.com](mailto:info@schoonerwoodwind.com)

**Website:** [www.schoonerwoodwind.com](http://www.schoonerwoodwind.com)





## WINDY

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

Built as a modern interpretation of the last days of commercial sail, *Windy* is true to traditional function while using modern materials and safety features. She has many modern features not found on older tall ships, like hot showers, private cabins, a grand salon, furling topsails, as well as a bowthruster, shoal draft, and wing keel. From the beginning, *Windy's* mission was to bring tall ship sailing to the public, for enjoyment, personal and spiritual growth, and self-discovery. *Windy's* educational cruises, are offered to school, church, scouts, corporations, and other groups providing a variety of hands-on activities and instructional talks on topics including maritime history, sailing, maritime arts, physics, navigation, marlinespike seamanship, and local coastal architecture. In addition, *Windy* provides daily public sailing opportunities for people to experience an authentic tall ship and crew while sailing in a safe and protected waterway. *Windy* was awarded the status of official flagship of the City of Chicago, by Mayor Richard M. Daley in 2006.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Draft:</b> 8' 6"
<b>Rig:</b> Gaff topsail schooner, 4-masted	<b>Beam:</b> 25'
<b>Homeport:</b> Chicago, IL	<b>Rig height:</b> 85'
<b>Sparred Length:</b> 148'	<b>Freeboard:</b> 8'
<b>LOA:</b> 109'	<b>Sail area:</b> 4,839 square feet
<b>LOD:</b> 109'	<b>Power:</b> Cummins 6-TA-M 300 HP
<b>LWL:</b> 95'	<b>Hull:</b> steel

### FACTS

**Who sails?** Children, adults, and seniors  
**Program type:** Public daysails, private charters, corporate events, weddings, educational cruises  
**Normal cruising waters:** Great Lakes  
**Season:** Spring, summer and fall  
**Designer:** R. Marthai  
**Built:** 1996: Detyens Shipyard, South Carolina  
**Crew:** 4 **Trainees-passengers:** 150 daysails, 36 overnight  
**Contact:** Captain Bruce Randall, Tall Ship Adventures of Chicago, Inc, PO Box 11152, Chicago IL 60611 USA  
**Tel:** 312-451-2700 **Fax:** 312-222-9048  
**E-mail:** tallshipwindy@aol.com  
**Website:** www.tallshipwindy.com





## YOUNG ENDEAVOUR

### CERTIFICATION



#### **Certification:**

Australian Naval Vessel

### STORY

Given by the United Kingdom to the government and people of Australia in celebration of that country's bicentenary, *Young Endeavour* serves as Australia's national sail training vessel. She was dedicated with the words of Prime Minister Robert Hawke, "This ship – *Young Endeavour* – bears a name imperishably linked with Captain Cook's great voyage of discovery. And the name itself expresses a great deal of our aspirations for our country." For a land surrounded by the sea, this brigantine is a reminder of the country's maritime heritage. *Young Endeavour's* arrival in Sydney also heralded the start of a new era of sail training in Australia. *Young Endeavour* sails with a permanent crew of nine from the Royal Australian Navy and hosts a coeducational crew of 24 young people. Each year *Young Endeavor* provides hundreds of youngsters with the opportunity to participate in one of twenty ten-day voyages off the Australian coast.

### SPECIFICATIONS

**Flag:** Australia  
**Rig:** Brigantine  
**Homeport:** Sydney, Australia

**Sparred length:** 144' 6"  
**Draft:** 13'  
**Beam:** 25' 6"  
**Hull:** steel

### FACTS

**Program type:** Sail training vessel

**Built:** 1987

**Crew:** 9 Trainees-passengers: 24

**Contact:** Embassy of Australia, 1601 Massachusetts Avenue, NW, Washington, DC 20036 USA

**Tel:** 202-797-3000 **Fax:** 202-797-3168





Photo by Thad Koza

## ZENOBE GRAMME

### CERTIFICATION



**Certification:**  
Belgian Naval Vessel

### STORY

Serving first as a coastal survey ship, *Zenobe Gramme* is now a training ship for the Belgian Navy. She is a frequent participant in sail training races and gatherings and is easily recognizable when she sets her spinnaker which displays the Belgian royal coat-of-arms. *Zenobe Gramme* is named for the Belgian inventor who perfected the technology for alternating-current motors and generators in the 1860s and 1870s.

### SPECIFICATIONS

<b>Flag:</b> Belgium	<b>Draft:</b> 8' 6"
<b>Rig:</b> Bermuda ketch	<b>Beam:</b> 22' 6"
<b>Homeport:</b> Zeebrugge, Belgium	<b>Rig height:</b> 105'
<b>Sparred length:</b> 93'	<b>Hull:</b> wood

### FACTS

**Program type:** Training vessel of the Belgian Navy  
**Built:** 1961  
**Contact:** Embassy of Belgium, 3330 Garfield Street, NW, Washington, DC 20008 USA  
**Tel:** 202-333-6900 **Fax:** 202-333-3079



## ZODIAC

### CERTIFICATION



**USCG certification:**  
Passenger Vessel (Subchapter T)

### STORY

Listed on the National Register of Historic Places since 1982, the *Zodiac* is the largest working schooner on the West Coast. Lovingly restored, she now sails with up to 49 passengers through the waters of Puget Sound, the San Juan Islands, and on international trips to Canada (SOLAS certified). A variety of one to ten day cruises include education and recreation and provide passengers with hands-on sail training, maritime programs, and shore explorations. There is an emphasis on natural resources, the environment and recycling. Built 1924 in Maine, the *Zodiac* was a luxury yacht for the Johnson and Johnson pharmaceutical heirs. She explored the Arctic and sailed in the 1928 transatlantic race. The San Francisco Bar Pilots bought her in 1931, renamed her *California*, and sailed her off the Golden Gate for more than 40 years. Retired in 1972, the schooner has been restored to her original sail plan and given back her maiden name. Her mission is now to help young sailors advance with their Coast Guard Licenses, maintain herself as a national maritime treasure, and provide unique charter experiences to the public.

### SPECIFICATIONS

<b>Flag:</b> USA	<b>Beam:</b> 26'
<b>Rig:</b> Gaff schooner, 2-masted	<b>Rig height:</b> 127'
<b>Homeport:</b> Bellingham, WA	<b>Freeboard:</b> 5'
<b>Sparred length:</b> 160'	<b>Sail area:</b> 7,000 square feet
<b>LOA:</b> 127'	<b>Tons:</b> 147 GRT
<b>LWL:</b> 101'	<b>Power:</b> diesel
<b>Draft:</b> 16'	<b>Hull:</b> wood

### FACTS

**Who sails?** Schools; families, groups, and adults of all ages  
**Program type:** Sail training for schools, groups and individuals; deckhand internships; private charters; some day-sails.

**Season:** March to November

**Normal cruising waters:** Puget Sound, San Juan Islands, Canadian Gulf Islands

**Designer:** William Hand, Jr.

**Built:** 1924: East Boothbay, ME, Hodgdon Brothers

**Crew:** 8 **Trainees-passengers:** 49 daysails, 26 overnight

**Contact:** Captain Tim Mehrer, Vessel Zodiac Corporation,  
1221 Harris Ave. PMB 2, Bellingham WA 98225 USA

**Tel:** 206.719.7622

**E-mail:** info@schoonerzodiac.com

**Website:** www.schoonerzodiac.com





Photo by Anna Spring

## Affiliate Members



Non-profit organizations which do not own or operate vessels but do offer sail training or sea education programs.







## ActionQuest/ActionSail Program

For over 30 years, ActionQuest has been providing high quality, expedition-based summer programs for teenagers. ActionQuest voyages focus on sailing, scuba diving, cultural immersion, marine biology and global exploration – all in a live-aboard environment unlike any other. Through hands-on experiential learning and exceptional global expeditions, ActionQuest challenges young adults with high action, life-changing adventures that promote personal growth, teamwork and leadership. Choose from voyage offerings in the British Virgin Islands, the Caribbean's Leeward Islands, the Mediterranean, Galapagos, Australia or Tahiti, and French Polynesia.

ActionQuest also offers Lifeworks community service summer programs for teens and Semester Programs for college students and high school graduates. Living full-time aboard our traditional schooners and sailing through extraordinary destinations that span the globe, Semester teaches accredited academics unconfined by the four walls of a traditional classroom.

ActionQuest  
Mike Meighan and Captain James M. Stoll  
PO Box 5517, Sarasota, FL 34277 USA  
Tel: 941-924-6789 or 800-317-6789  
info@actionquest.com, www.actionquest.com



## Class Afloat

Founded in 1984, Class Afloat-West Island College International has a thirty-year history of inspiring young people to excel academically, becoming global citizens as they explore the world. *"Our mission is to offer a transformative learning experience the foundation for a lifetime journey of discovery and success."* says David Jones, President.

Class Afloat offers rigorous and internationally acclaimed academic programmes for Grade 11, 12, University and Gap year students while they sail the world's oceans aboard a majestic tall ship. Class Afloat has a long legacy of commitment to academic excellence, community service, leadership and personal development since first setting sail over 30 years ago.

Class Afloat alumni have gained admission to the world's leading post-secondary institutions. Now between the ages of 17 and 47, they are engaged citizens whose sense of the possible has been enhanced and redefined by their Class Afloat experience. This exceptional programme provides young people with the opportunity to develop as individuals, excel as global citizens and forge lifelong friendships as they explore the world. It is unparalleled and the experience of a lifetime.

Class Afloat is EXPERIENTIAL EDUCATION at its best. Whether at sea or exploring a port of call, learning is always hands-on. Learn Art History in Europe or study Marine Biology while sailing the Mediterranean. Whatever your course of study, your experience will be unforgettable. Classroom learning is enriched through port programmes and shipboard activities carefully designed to engage students and bring the curriculum to life.

- Students explore historic sites, attend cultural events, visit scientific institutions and explore unique and awe-inspiring landscapes. These programs are organized by our fulltime Field Studies Coordinator in consultation with the teaching team.

- The Class Afloat shipboard environment accelerates personal development. Students are challenged to step outside their comfort zone to find the reward that comes from embracing new and unfamiliar experiences.

- As crew, students take the helm, hoist sails and feel the thrill of sailing a 500-ton vessel. Responsibility, accountability, independence and good judgment become second nature.

Class Afloat  
97 Kaulbach Street, P.O. Box 10, Lunenburg, Nova Scotia, Canada, B0J 2C0  
Toll-Free: 1-800-301-SAIL Tel: 902-634-1895 Fax: 902-634-7155  
info@classafloat.com, www.classafloat.com





## Echo Hill Outdoor School

**ECHO HILL OUTDOOR SCHOOL'S MISSION** is to provide students with positive experiences in the outdoors that are exciting, interesting, and fun.

Through our programs, students learn more about the wonders of nature, the value of history, and the diversity of individual qualities. We are dedicated to creating a safe and supportive environment for students to feel challenged and successful with the freedom to think, question, and express themselves.

**OUR PHILOSOPHY** Echo Hill's outdoor classes and residential programs are grounded in our desire to have students live and learn closely with nature. From sensory exploration classes, to canvas platform tents, from the outdoor dining hall, to the dorms surrounded by forest, the philosophy of immersion is present. Our small, hands-on classes provide opportunities for all students to become engaged and participate. Interactions between staff and students in the tent areas, during meals, and in class groups focus on fun, creativity, respect, awareness, understanding, and learning. As teachers and naturalists, we believe that students learn best when they are curious and interested.

**OUR METHOD** Trained and qualified Echo Hill teachers use the surrounding outdoor environments as their classrooms. Students explore the forest, meadows, ponds, streams, swamps, marshes, beaches, fields, farms, towns, and the waters of the Chesapeake Bay. In Echo Hill's unique setting, students make personal connections with the subjects they are studying. As students smell, touch, see, hear, and taste to learn, abstract concepts become real, tangible, and visible. With the guidance of the Echo Hill teachers, students learn to observe, incorporate previous knowledge, formulate questions, and draw conclusions.

Echo Hill Outdoor School  
13655 Bloomingneck Road | Worton, MD 21678-1432 USA  
Tel: 410- 348-5880  
[www.ehos.org](http://www.ehos.org)



## Hudson River Maritime Museum

The Hudson River Maritime Museum is a 501(c)3 non-profit organization dedicated to the preservation and interpretation of the maritime history of the Hudson River, its tributaries, and related industries.

Located on the historic Rondout waterfront, the Hudson River Maritime Museum was established in 1980 to collect, preserve, research, exhibit, and interpret a collection of historical artifacts related to the maritime heritage of the Hudson River and its tributaries. This is the only museum in New York State exclusively dedicated to this mission.

Administrative offices, archives and collections storage, and exhibits are housed in a two-story brick building once used by the Miron Lumber Company as an office and warehouse. Events and educational programs are held in the Kingston Home Port and Education Center. The museum courtyard, flanked by the museum building and the Kingston Home Port and Education Center, contains the historic steam tugboat Mathilda as well as a gazebo, gardens, picnic tables and benches, and a walkway along Rondout Creek. To the east, the Riverport Wooden Boat School offers youth and adult woodworking classes, wooden boat restoration services, and also provides classroom space for lectures and other education programs as well as a small exhibit space.

The collected artifacts include historic vessels, objects, archival material and art related to Hudson River transportation, industries and recreation such as paintings, prints, photographs, ephemera, blueprints, artifacts, ship models, a 100-year old shad boat, life boats, lighthouse tender and ice yachts.

The maritime heritage of the Hudson River encompasses industries such as ice harvesting, brick making, boat building, bluestone quarrying, cement making, coal transport, and crushed stone. The steam era of transportation, which stimulated the growth of these various industries on the Hudson River, is emphasized, and the 19th and 20th centuries are the primary time periods interpreted.



The Hudson River Maritime Museum shares its knowledge, research, and collections through public events, lectures, education programs and activities, exhibitions, and publications.

The museum also partners with other non-profit organizations such as the Hudson River Sloop Clearwater, Inc., the Rondout Rowing Club and Kingston High School Crew Team, Riverkeeper, the Kingston Sailing Club, and more.

Hudson River Maritime Museum  
50 Rondout Landing, Kingston, NY 12401 USA  
Tel: 845-338-0071 fax: 845-338-0583  
info@hrmm.org, www.hrmm.org



## Lake Superior Tall Ships, Inc.

### OUR MISSION:

*To teach youth seamanship, personal responsibility, teamwork and self esteem, while building skills in leadership and citizenship. To inspire all generations to be responsible stewards of Lake Superior. To promote awareness, appreciation and preservation of Lake Superior's marine communities and maritime heritage.*

**YOUTH EDUCATION-LOCAL** Sailing the *Abbey Road*, and partnering with the local Sea Scout Ship, Lake Superior Tall Ships offers programs to local youth that teach seamanship, personal responsibility, teamwork and self esteem, while building skills in leadership and citizenship. Working year round with the Sea Scouts, we educate and develop local youth to serve as our key crew for day sails, public sails, charters, group tours, and port visits.

**EDUCATION FOR OTHER YOUTH** Lake Superior Tall Ships welcomes all types of school or youth groups to come sailing on the *Abbey Road*. We provide a unique and exciting adventure where young people can safely test and push their limits, helping them to realize their full potential and expand their horizons. We will work with you to organize a day sail, overnight, or a multi-day excursion centered on the mission and goals for your group.

**ADULT EDUCATION, EXCURSIONS AND PROGRAMS** We can arrange educational excursions and educational programs for all ages. We work with your group to create an excursion and/or educational program to fit your needs.

**MUSEUMS, HERITAGE GROUPS AND ENVIRONMENTAL RESEARCH** To help educate our youth and others about Lake Superior, we actively seek out partnerships with environmental educators and researchers. We provide a stable platform from which you can perform experiments and gather data, so that you can provide us with a better understanding of this great lake. We also enjoy working with local museums and heritage groups to develop interpretive scripts, display artifacts and create living history events for all our guests.

The Abbey Road  
Pikes Bay Marina, Slip 202, Bayfield, WI 54814 USA  
Tel: 262-422-0607  
sail@lakesuperiortallships.org  
www.lakesuperiortallships.org



## Maine Maritime Museum

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a worldwide audience about the important role of Maine in regional and global maritime activities.

The Museum accomplishes its stewardship through discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Founded in 1962, Maine Maritime Museum is located on a beautiful 20-acre campus on the banks of the Kennebec River in "The City of Ships," Bath, Maine, and provides a unique experience to tens of thousands of visitors from around the world each year.

The museum is dedicated to promoting an understanding and appreciation of Maine's maritime heritage and culture through gallery exhibits, the historic Percy & Small Shipyard, educational programs, a research library, and narrated excursions along area waterways. Daily lighthouse and nature cruises give guests an opportunity to see some of Maine's most iconic lighthouses from the water and provide an up-close look at Navy vessels under construction at Bath Iron Works. Narrated trolley tours through the historic city of Bath tell the inside story of Bath Iron Works shipyard.

Indoors, visitors enjoy air-conditioned galleries with exhibits and hands-on activities for all ages. Outdoors, visitors can stroll through the country's only surviving shipyard where large wooden sailing vessels were built to learn how the greatest wooden ships in the world were constructed. Many of the original shipyard buildings are preserved, giving guests a glimpse into the daily lives of the Percy & Small shipbuilders.

The highlight of the Percy & Small Shipyard is the full-size sculpture of the schooner *Wyoming*, the largest wooden sailing vessel ever built in North America. The enormous *Wyoming*, spanning 440 feet with masts that soar 120 feet into the air, is the largest sculpture in New England. Visitors can also enjoy a tour of the Victorian-era home of the Donnells, one of Bath's shipbuilding families.

The museum's working Boatshop keeps Maine's wooden boatbuilding traditions alive and serves as a living exhibit, giving visitors an opportunity to see craftsmen at work. The Boatshop also offers a variety of workshops that teach traditional woodworking techniques.

Opened in 2015, Lobstering & the Maine Coast is a 6,200-square-foot exhibit that tells the complete story of Maine's most iconic fishery. In addition to lobster biology and fishing, the exhibit explores other facets of the industry including sustainability, processing, dealing and shipping, as well as the industry's cultural significance in the state. Video screens are incorporated throughout the exhibit, and a variety of interactive activities--from banding a lobster to hauling a wooden trap--encourage hands-on discovery.

Maine Maritime Museum  
243 Washington Street, Bath, Maine 04530 USA  
Tel: 207-443-1316  
info@maritimemuseum.org, www.mainemaritimemuseum.org



## North American Marine Environmental Protection Agency (NAMEPA)

The North American Marine Environment Protection Association (NAMEPA) is a marine industry-led organization of environmental stewards preserving the marine environment by promoting sustainable marine industry best practices and educating seafarers, students and the public about the need and strategies for protecting global ocean, lake and river resources.

NAMEPA promotes the education of seafarers and port communities by offering programs and materials designed to help them make responsible decisions about the marine environment. They work with K-12 students, colleges, universities and academies, as well as mentor and support students who wish to learn more about, or pursue careers in, marine environment protection and the marine industry.

The North American Marine Environment Protection Association (NAMEPA)  
690 Mill Hill Terrace, Southport, CT 06890 USA  
Tel: 203-255-4686  
contact@namepa.net, www.namepa.net





## National Maritime Historical Society (NMHS)

The National Maritime Historical Society is the national voice for America's maritime heritage—helping to raise awareness of our nation's history and the role seafaring has played in shaping the United States of America along with the rest of the world.

Their mission is to preserve and perpetuate the maritime history of the United States and to invite all Americans to share in the challenging heritage of seafaring.

In 1963, a small group of maritime enthusiasts in the United States, led by legendary Cape Horn sailor Karl Kortum, came together determined to save the 1899 merchant bark *Kaiulani*, the last American-built square rigger. Sadly, *Kaiulani* sank in the Philippines while the society was trying to raise public awareness and funding. The group was undeterred, however, as they had recognized from the outset that what was needed was a national organization that not only would save future *Kaiulanis* but also would gain public support for preserving the nation's seafaring heritage. The National Maritime Historical Society emerged from this effort, and in 1970, Peter Stanford, founding president of the South Street Seaport Museum and a leader in the *Kaiulani* effort, was named the society's president. Under his dynamic leadership, the society was established as a membership organization seeking to educate Americans about our nation's extraordinary maritime accomplishments and their continuing relevance for our national prosperity and cultural vitality.

NMHS has an active publishing program, including the production of *Sea History* magazine available to all our members four times a year.

National Maritime Historical Society Headquarters

5 John Walsh Blvd. P.O. Box 68, Peekskill, NY 10566 USA

Tel: 914-737-7878 Toll Free 800-221-NMHS (6647) Fax 914-737-7816

Email [nmhs@seahistory.org](mailto:nmhs@seahistory.org), [www.seahistory.org](http://www.seahistory.org)



## National Maritime Sailtraining Scholarships

Information can be found on page 67 or on the Scholarships & Grants page of Tall Ships America Website.



## Northwest School of Wooden Boatbuilding

The Northwest School of Wooden Boatbuilding is an accredited, non-profit vocational waterfront school located on Washington State's magnificent Olympic Peninsula. Their mission is to teach and preserve the skills and crafts associated with fine wooden boatbuilding and traditional maritime arts. Their dedicated staff is passionate about wooden boats and in developing the individual skills and craftsmanship in each of their students. Since 1981, their world class instructors have trained over two thousand graduates through the School's vocational programs and thousands more workshop participants.

The School proudly supports Tall Ships America through their "Sails for Education" discount & scholarship program. Students enrolled in their winter quarter, full-time Sailmaking, Rigging and Canvaswork Certificate Program work alongside marine trade masters in their professional sail loft, designing and building projects for vessels such as the *Spirit of Dana Point*, *Lady Washington*, *Hawaiian Chieftain* and the century-old schooner *Adventuress*. The class runs every year from January through early April. Their 9 month Diploma and 12-month Associates Degree in wooden boatbuilding programs start each fall. Financial aid is available to qualified applicants.

Graduates enjoy adventure and work around the globe as sailors and shipwrights, boatbuilders, sailmakers, riggers, educators and in a wide variety of maritime and craft-related occupations.

Northwest School of Wooden Boatbuilding

42 N Water Street, Port Hadlock WA 98339 USA

Tel: 360-385-4948 Fax: 360-385-5089

[info@nwboatschool.org](mailto:info@nwboatschool.org), [www.nwboatschool.org](http://www.nwboatschool.org)





## Ocean Classroom at Proctor Academy

Since 1994, Proctor has offered more than 400 students the opportunity to board a traditional schooner and voyage along the eastern seaboard of the United States and into Caribbean waters. Students are not just passengers while studying marine science, maritime literature, history and navigation during their term on Ocean Classroom but are active crew members as well. From the first moment students step foot on the vessel, they are divided into "watches", the core working group on any ocean-going vessel, answering directly to their professional watch officers. After ten weeks studying and working aboard the vessel, students are transformed learners and experienced sailors!

Proctor Academy  
Dave Pilla  
204 Main Street, Andover, NH 03216 USA  
pillada@proctoracademy.org



## Piscataqua Maritime Commission

The Piscataqua Maritime Commission (PMC) is a non-profit community organization in Portsmouth, New Hampshire, dedicated to promoting awareness and education of the New Hampshire seacoast's rich maritime history through tall ship port calls and sail training. Proceeds from ship festivals and marketing fund a variety of sail training and other educational programs, including the annual Sea Challenge that puts twenty at risk youth and a counselor to sea aboard a tall ship for a week.

Ships visit Portsmouth for at least a three-day weekend anytime between April and October. With 25 years of experience successfully hosting tall ships annually, the PMC Board and hundreds of PMC members and volunteers make a port call a successful event for residents, the ship, captain, and crew. Vessels are berthed with the enthusiastic support of the NH Dept. of Ports and Harbors, at docks with full facilities and 24-hour security.

The PMC encourages tall ships whose course takes them near New England to contact them to discuss a visit - and discover why captains recommend Portsmouth as "one of their best port calls ever."

Tel: 603-353-0317  
info@sailportsmouthNH.org



## University of RI, Dept. of Marine Affairs

The mission of the Department of Marine Affairs is to provide leadership in the management of marine and coastal environments through distinction in teaching, research, and outreach programs. As a department, we offer Bachelor, Master's, and Doctoral degrees that focus on governance issues for both coastal and oceanic systems. Curriculum options utilize the wide variety of scientific and environmental expertise found across the University and within our department's college - the College of the Environment and Life Sciences (CELS). Within CELS, emphasis is placed on multidisciplinary education, which enables our students to grasp the implications, needs, and potential applications of ecosystem-based governance systems.

Through coursework, independent projects, and internship opportunities, you can develop the skills needed to influence the management of our ocean and coastal resources. Our curriculum focuses on solutions for today's global challenges including fisheries management, marine protected areas, coastal hazards, coastal and marine spatial planning, and climate change. Faculty engagement with a wide range of research issues and collaborators also provides you with access to real world Marine Affairs applications.

As part of the Ocean State's principal research and Sea Grant University, we offer tomorrow's coastal and ocean leaders the opportunity to collaborate and learn from today's leading experts in marine science, policy, and management. Upon graduating, you can expect to find careers within private industry, government service, public policy, or advanced academics.

University of Rhode Island  
Department of Marine Affairs  
Coastal Institute, 1 Greenhouse Road, Suite 205, Kingston, RI 02881-2020 USA  
Phone: (401) 874-2471 Fax: (401) 874-2156  
robert@uri.edu, web.uri.edu/maf/about/





## United States Naval Sea Cadet Corps

USNSCC is comprised of two programs. The Naval Sea Cadet Corps (NSCC) program is for young people ages 13 through 17. Also included under the USNSCC umbrella is the junior program, the Navy League Cadet Corps (NLCC), for young people ages 11 through 13. At the request of the Department of the Navy, the Navy League of the United States established the USNSCC in 1958 to "create a favorable image of the Navy on the part of American youth." Today's US Naval Sea Cadet Corps continues to further the image of our maritime services by adhering to a standardized training program designed to:

1. Develop an interest and ability in seamanship and seagoing skills
2. Instill virtues of good citizenship and strong moral principles in each cadet
3. Demonstrate the value of an alcohol-free, drug-free and gang-free lifestyle
4. Expose cadets to the prestige of public service and a variety of career paths through hands-on training with our nation's armed services

USNSCC are sponsored by the Navy League of the United States and supported by both the U.S. Navy and Coast Guard. For over 50 years, the US Naval Sea Cadet Corps has been making history. From the first unit of 78 young men to today's count of over 380 units and approximately 9,000 young men and women, the program continues to grow.

United States Naval Sea Cadet Corps  
Captain Jim Monahan, USN (ret.)  
2300 Wilson Blvd. Suite 200, Arlington, VA 22201 USA  
jmonahan@navyleague.org, www.seacadets.org



## United States Power Squadrons

USPS is a non profit, boating educational and social organization dedicated to making boating safer and more enjoyable. Members are boaters and boating families who enjoy participating with fellow members on the water and in the classroom. USPS members have fun together, learn together, and boat together.

USPS has nearly 35,000 members organized into over 350 squadrons across the country and in some US territories. USPS is America's largest non-profit boating organization and has been honored by three US presidents for its civic contributions.

Whether you want formal education in local classes or online, informal learning with other skilled boaters, social events to enjoy boating activities, or participation in the boating community, you can learn, have fun, and feel more connected with the United States Power Squadrons®. Local chapters, called squadrons, can help you get more out of boating.

USPS offers a comprehensive range of courses in subjects like Seamanship, Piloting and Navigation, Cruise Planning, Engine Maintenance, Marine Electronics, Sailing, and much more. These courses are taught by experienced member instructors. Group instruction enhances the learning process and makes it more enjoyable.

Participating both on-the-water and ashore with fellow members who are skilled in boating is a rewarding and enjoyable experience. On-the-water activities include cruises, rendezvous, sail races, navigation contests and fishing derbies. Activities ashore include meetings with marine programs, parties, dinner-dances, picnics and field trips.

*United States Power Squadrons® - Come for the Boating Education...Stay for the Friends<sup>SM</sup>*

United States Power Squadrons  
Robert Brandenstein  
617 Madison Boulevard, Freedom, PA 15042 USA  
robert.brandenstein@verizon.net, www.USPS.org.



## US Sailing

As the National Governing Body for the sport of sailing, US Sailing's mission is to provide leadership for the sport of sailing in the United States. The organization works to achieve this mission through a wide range of programs and events, geared towards providing an equal level playing field for all sailors. US Sailing sets the course enabling sailors to enjoy the sport for a lifetime.

For first-time sailors, US Sailing ensures that they will learn from experienced and certified instructors who follow national guidelines and are trained using a nationwide curriculum. For sailing programs and one-design sailing organizations, US Sailing hosts networking events and symposiums that bring together experts who address the latest developments in these areas of the sport. Young sailors who are just starting out in the sport can learn about sailboat racing through one of many USA Junior Olympic Sailing Festivals organized by US Sailing and host organizations every year.

For racing sailors, US Sailing provides an equal level playing field by training and certifying race officials, judges, and umpires and by ensuring standardized rules and sailing instructions. For sailboat owners who enjoy competing in offshore events, US Sailing provides rating certificates such as IRC and ORR to enable boats of various sizes to compete against each other. Safety on the water is an essential part of US Sailing's training programs, including powerboat courses. Our Safety at Sea Courses are required by many offshore regatta organizers.

We host 14 National Championships at sailing organizations around the country. These championships offer various disciplines of racing so sailors can test their skill level at a national level. For sailors aiming to represent the USA at the Olympic and Paralympic Games, US Sailing trains, selects, and manages these great athletes.

**US Sailing 2018:** US Sailing has a goal to be even more relevant to sailors and local sailing organizations by providing tools that will help them meet their challenges and changing needs.

### Objectives are:

1. Promote participation and access to sailing;
2. Develop and deliver first-class education programs that support all facets of sailing: on the water skills, safety, instruction and coaching, officiating, and high performance;
3. Establish a culture of competitive excellence

Sailing is evolving and US Sailing is dedicated to a healthy and sustainable future that inspires new sailors and provides a pathway to a lifetime of sailing that is carried on to future generations. To thrive, sailing must grow participation in all areas and at all levels, while upholding the highest standards of excellence and fairness.

Local sailing organizations – yacht clubs, community sailing programs, sailing schools, class and owner associations, event organizers, etc. – are the foundation for the sport and central for the future, and the work we do must meet their evolving needs.

Furthermore, we are optimizing our organizational structure, operations and resources to improve communications and provide a responsive and efficient support system for the local sailing organizations.

US Sailing

1 Roger Williams University Way, Bristol, RI 02809 USA

Tel: 1-800-877-2451

info@ussailing.org, www.ussailing.org



# Business Partner Members



Organizations, corporations, businesses and ports which do not own or operate a vessel or offer sail training or sea education programs but which do support sail training and the mission of Tall Ships America



## Allen Agency Insurance and Financial

Navigate the complexities of marine insurance with help from the professionals at Allen Insurance and Financial, the exclusive endorsed insurance agency of Tall Ships America, providing new, unique and improved coverages for Tall Ships America members and their crews, including crew health insurance.

As part of the company's marine division, Chris Richmond tailors insurance programs for vessels and crews of all sizes, for every need and every circumstance.

Global expertise. Hometown service. With Allen Insurance and Financial, you're covered, the world over.

Established in 1866, Allen Insurance and Financial is an independent, employee-owned, community-minded company with 73 employees and offices in Camden, Rockland Southwest Harbor, Waterville and Portland, Maine.

Allen Insurance and Financial  
Chris Richmond  
Tel: 800-439-4311  
[crichmond@allenif.com](mailto:crichmond@allenif.com)



## Boothbay Harbor Shipyard

### *Preserving and Enhancing the Shipbuilder's Art in Maine*

Boothbay Harbor Shipyard, formerly Sample's Shipyard, was founded more than 135 years ago. Continuing a local shipbuilding tradition, the yard specializes in the maritime skills and trades that made New England famous. Its 700-ton marine railway has braced tall ships, superyachts, tugboats, fishing trawlers, Coast Guard vessels and other service craft such as passenger boats and ferries. The 150-ton railway has accommodated sailing yachts, workboats, schooners and motor vessels. Conveniently located at the head of Boothbay Harbor in mid-coast Maine, the shipyard offers a complete range of marine-related repairs and services for all vessel types.

Boothbay Harbor Shipyard  
120 Commercial Street, PO Box 462, Boothbay Harbor, ME 04538-0462 USA  
Tel: 207-633-3171  
[info@boothbayharborshipyard.com](mailto:info@boothbayharborshipyard.com), [www.boothbayharborshipyard.com](http://www.boothbayharborshipyard.com)



## Fairport Harbor Heritage Foundation

The purpose of Fairport Harbor Heritage Foundation is to be active in the physical, social and economic revitalization of Fairport Harbor with an emphasis on increasing the visibility of the village through tourism, culture, and economic improvement along with business enhancement.

This organization, founded by Pamela Morse, Tim Manross and Kathleen Homyock, supports the community with annual programs and activities that enhance the village and help preserve its heritage.

By focusing on increasing the visibility of Fairport Harbor through tourism, culture, economic improvement and business enhancement, Fairport Harbor Heritage Foundation is bringing the village back to life as a thriving beach-front community on the beautiful shores of Lake Erie.

Fairport Harbor Heritage Foundation  
220 Third Street, Fairport Harbor, OH 44077 USA  
Pam Morse: 440-709-9170  
[FHHeritageFoundation@gmail.com](mailto:FHHeritageFoundation@gmail.com), [www.fairportharborheritagefoundation.org](http://www.fairportharborheritagefoundation.org)





## Flagship Niagara League/Tall Ships® Erie 2019

The Flagship Niagara League is a 501(c)3, non-profit educational associate organization of the Pennsylvania Historical and Museum Commission (PHMC), chartered to facilitate citizen participation and operation of the Flagship *Niagara* and its homeport, Erie Maritime Museum.

The League was conceived in the late 1970s and incorporated in 1982 by a group of local historians. With assistance from local educators, politicians and representatives from the business community, the Flagship Niagara League supported PHMC in the restoration, sailing and interpretation of the ship. The League has expanded from the original grassroots group to an annual membership of 600.

Flagship Niagara League  
c/o Erie Maritime Museum, 150 East Front Street, Suite 100, Erie, PA 16507 USA  
Tel: 814-452-2744  
sail@flagshipniagara.org, [www.flagshipniagara.org](http://www.flagshipniagara.org)



## Galveston Historical Foundation/ Texas Seaport Museum & the 1877 Tall Ship *Elissa*

Galveston Historical Foundation (GHF) was formed as the Galveston Historical Society in 1871 and merged with a new organization formed in 1954 as a non-profit entity devoted to historic preservation and history in Galveston County. Over the last sixty years, GHF has expanded its mission to encompass community redevelopment, historic preservation advocacy, maritime preservation, coastal resiliency and stewardship of historic properties. GHF embraces a broader vision of history and architecture that encompasses advancements in environmental and natural sciences and their intersection with historic buildings and coastal life, and conceives of history as an engaging story of individual lives and experiences on Galveston Island from the 19th century to the present day.

### TALL SHIPS® GALVESTON ~ TALL SHIPS ARE COMING!®

This new festival will host tours of the participating ships, numerous special events, sail away excursions, music, food and fun in a family friendly format. Galveston Island will serve as the first port in the 2018 challenge, which will see participating ships race across the Gulf of Mexico as they visit other participating cities throughout the month of April.

Texas Seaport Museum and the 1877 Tall Ship *Elissa*  
Mark Scibinico, Port Captain, Tel: 409-765-3442  
Pier 21 #8, Galveston, TX 77550 USA  
Tel: 409-763-1877 Fax: 409-763-3037  
[elissa@galvestonhistory.org](mailto:elissa@galvestonhistory.org), [www.galvestonhistory.org](http://www.galvestonhistory.org)



## Goodfellow Inc.

Goodfellow is proud to be a member of Tall Ships America. We have been manufacturing laminated Douglas Fir glulam's for boat masts for the past 15 years to various ship owners including the *Bluenose II* with a 22" x 22" x 100-foot long laminated timber and more recently we delivered a mast for the schooner *Shenandoah* and we are in the process of delivering a similar mast for the *Oliver Hazard Perry*.

Goodfellow also carries in rough lumber Douglas Fir clear vertical grain, Cedar, Teak, White Oak, Mahogany, White Pine, Alaskan Yellow Cedar, Sitka Spruce, etc. We can also mill any custom pattern. If you stop by Mystic, CT, please visit the Mystic Boat Museum. Goodfellow supplied all the glulam's for the structure.

Jean Pincince, US Sales Director  
225 Goodfellow, Delson (QC) Canada J5B 1V5  
Tel: 1-800-361-0625 Fax: 877-638-8135 Cell 514-654-8240  
JPincince@goodfellowinc.com, www.goodfellowinc.com



## Pirate Ship Formidable

Imagine walking down to a wharf, stepping onto a tall ship, and becoming a pirate! Join the crew. Sail with pirate ship *Formidable* as the "Golden Age of Piracy" comes alive. A treasure to behold! Let us "Edu-tain" you!

Your captivating, interactive, experience is enhanced by the pirate crews' entertaining and informative manner. Engaging guests, young and old alike, telling sea stories, playing sea shanties and firing the cannon.

A Pirate's Life for Me. The professional crew is made up of enthusiastic pirates, patriots, privateers and other sea rovers looking every bit the part of "living history," giving a glimpse of what colonial life at sea was like. Because of their knowledge and passion, they provide a fun, safe, interactive environment that will be enjoyed and remembered forever.

Tickets are available through Massachusetts Bay Lines  
Sailing from 60 Rowes Wharf, Boston MA USA  
Tel: 617-542-8000  
Info@massbaylines.com  
www.pirateshipformidable.com





## Pearsco Solutions

Pearsco Solutions provides required assets for and experience in safety planning. They often work with TALL SHIPS CHALLENGE® Port Organizers to coordinate security and public safety planning, implementation, and training for Tall Ships® Events with Port Organizers. Together, they define risks and threats, identify assets, and develop a plan so that the Port Organizer and their team are prepared to respond to potential incidents during the event.

Pearsco Solutions  
Steve Sutch  
Tel: 1-877-867-2932  
ssutch@pearscosolutions.com, www.pearscosolutions.com



## PMI Entertainment Group

The Baylake Bank Tall Ship® Festival is produced by PMI Entertainment Group, a venue management and event production company located in Green Bay Wisconsin. This event is one of the largest outdoor events in Northeast Wisconsin, and Green Bay, one of only a few American port cities awarded the honor. Over 60,000 people attend this three-day event featuring ship tours, on-board river excursions, educational programming, daytime entertainment, and activities for the entire family.

PMI Entertainment Group  
1901 S Oneida St, Green Bay, WI 54307 USA  
Tel: 920-405-1199  
www.tallshipgreenbay.com



## R & W Traditional Rigging & Outfitting

With roots in over 25 years of rope and cordage distribution expertise, R&W's Traditional Rigging & Outfitting division has grown to become one of the largest sources of all types of working gear and supplies for sail training ships, historic vessels, schooners, as well as wooden and classic yachts of all descriptions. Their knowledgeable and experienced staff understand both the technical side of the manufacturing process as well as the application side, and stand ready to help you find just the right product for your project or vessel. They specialize only in high quality products, exclusively from manufacturers and suppliers in North America and Europe, which combine the performance and safety requirements for modern vessels with the look and appeal of historic authenticity.

They are proud distributors of:

- |   |                                       |
|---|---------------------------------------|
| ~Rope and cordage of all kinds                              | ~Langman Hempex, Polytex, and Posh II |
| ~English Braids Buff Polyester                              | ~New England Ropes Vintage            |
| ~Toplicht marine gear                                       | ~Real hemp rope                       |
| ~Real hemp oakum  | ~Tar and tarred hemp marline          |
| ~Cotton caulking  | ~Deck glue                            |
| ~Ording Blockmaker wooden ship blocks                       |                                       |
| ~Davey & Company of London bronze, brass, and iron hardware |                                       |
| ~Rigger's tools and supplies, palms, needles, etc, etc      |                                       |
| ~Other hard to find tools and gear                          |                                       |
| ~And much more....  |                                       |

*When Performance Matters as Much as Authenticity contact:*

R&W Traditional Rigging & Outfitting  
39 Tarklin Place New Bedford, MA 02745 USA  
Tel: 866-577-5505 or 508-995-1114  
traditional@rwrope.com, www.RWrope.com, Facebook: facebook.com/rwrope



## Sailing Ship Adventures

Sailing Ship Adventures is a specialty travel service, founded in 2004, representing sailing ship owners and operators. They book voyages for customers on a wide variety of sailing ships ranging from the largest full-rigged tall ship in the world (*The Royal Clipper*, at over 400 feet in length) to smaller vessels (ranging from 60 to 100 feet in length), as well as crewed chartered yachts. They do full-ship charters for groups, and arrange educational voyages, too.

Unlike your local travel agent, they do not represent just a few ships and tour providers, but a wide variety of ships in many different destination areas. They have researched tall ships and sailing ship vacations the world over and their extensive knowledge of sailing ships and the resulting roster of vessels in their fleet means that, no matter where you would like to sail next, they can find the perfect voyage for you.

Their fleet is comprised of more than 65 full-rigged tall ships, brigantines, barquentines, schooners, and smaller windjammers. This range of ships, from the most luxurious to the more spartan, offers you the widest range of choices available.

Their ships sail to destinations throughout the world, ranging from popular itineraries in the Caribbean and Mediterranean Seas, to ocean crossings, to distant areas such as the Seychelles Islands, the Andaman Sea, and Antarctica. Their ships are able to stop at smaller, out-of-the-way ports of call not accessible to large cruise liners, offering you opportunities to experience less frequented locations in an up-close and intimate way.

Sailing Ships Adventures will help you find an exciting sailing ship adventure. If you are a sailing ship owner/operator and would like to have your ship listed on their Website, and promoted to their customers, please contact them.

Dexter Donham

Sailing Ship Adventures

Tel: 508-785-0099 or toll free 877-882-4395

[ddonham@sailingshipadventures.com](mailto:ddonham@sailingshipadventures.com), [www.sailingshipadventures.com](http://www.sailingshipadventures.com)



## Ships of Glass, Inc.

In 1993, Don Hardy began making replicas of sailing vessels. In 2008, Don and Kathy Hardy incorporated the growing business. Today, Ships of Glass, Inc. is a small business based in Panama City Beach, Florida. Don and Kathy are enjoying making products for people that appreciate boats, boating and stained glass art. These silhouette replicas of vessels in stained glass feature curved glass sails and are a representative image of a sailor's view of a passing vessel on the horizon.

Ships of Glass can be purchased at many of the TALL SHIPS CHALLENGE® Festivals; at the annual Tall Ships America Conference on Sail Training & Tall Ships; at art fairs, nautical festivals and boat shows throughout the country; and online at [www.shipsofglassinc.com](http://www.shipsofglassinc.com).

Ships of Glass, Inc

Don & Kathy Hardy

21923 Sunnyside Lane, Panama City Beach, FL 32413 USA

Tel: 813 918 1566 or 813 732 6917

[dhardy@shipsofglassinc.com](mailto:dhardy@shipsofglassinc.com) or [kathy@shipsofglassinc.com](mailto:kathy@shipsofglassinc.com), [www.shipsofglassinc.com](http://www.shipsofglassinc.com)



## Tall Ship® Celebration: Bay City

Tall Ship® Celebration is a non-profit organization producing award-winning maritime festivals in Bay City, Michigan. With a reputation for providing exceptional support and hospitality to visiting vessels and their crews, Bay City was thrice named "Port of the Year" by Tall Ships America. Bay City is proud to again serve as Michigan's "Port of Call," the only official host port in the state for the TALL SHIPS CHALLENGE® Great Lakes 2016 series.

Shirley Roberts, Event Coordinator

Tall Ship® Celebration: Bay City

P. O. Box 820, Bay City, MI 48707 USA

Tel: 855-825-7447

[Shirley.Roberts@charter.net](mailto:Shirley.Roberts@charter.net), [www.tallshipcelebration.com](http://www.tallshipcelebration.com)





## Starboard Suite

Starboard Suite is a reservation and ticketing system that allows you to capture mobile, online, phone and walk-up bookings, and manage them together from a single dashboard.

More than just reservations — our suite of tools allows you to manage nearly every aspect of your business, with support for employee scheduling, electronic check-ins, liability waivers, e-marketing and charter contracts.

Comprehensive reporting, multiple access levels and enterprise-level audit trails give you visibility and control over your entire operation.

Setup, training and support are all included — and you'll get free updates for as long as you're a customer.

### About Starboard Suite

~Online reservation system and back-office control panel for managing every aspect of a passenger vessel business.

~Family-owned business with a strong commitment to customer service and integrity.

~20+ years in the software business and 8+ years in the reservation business.

~We design your reservation system and your system emails to match your website, and you own your customer reviews.

~Process payments on your own terms -- accept credits cards, checks, cash, etc.

Process credit cards with Stripe, Square or Authorize.net.

~Robust support for discount codes, e-gift certificates, concierge bookings and daily deals like Groupon.

~Long-time members of the U.S. and Canadian Passenger Vessel Associations with many happy customers.

Learn more or schedule a live demo at: [www.starboardsuite.com](http://www.starboardsuite.com)

Starboard Suite

Mike Fleisher

5 Third Street, Suite 614, San Francisco, CA 94103 USA

Tel: 415-431-5520 x101

[mike@starboardsuite.com](mailto:mike@starboardsuite.com), [www.starboardsuite.com](http://www.starboardsuite.com)



## Tall Ships® New Orleans 2018

It takes years of planning and many stakeholders to bring a fleet of navy war ships and sailing ships up the Mississippi. In tandem with NOLA Navy Week 2018, and the cooperation of the U.S. Coast Guard, Hancock Whitney Bank, the New Orleans Tricentennial Tall Ships® Committee, Tall Ships America and many more, a dynamic fleet of international ships will grace the river's edge at Woldenberg Park, April 19 – 22, 2018

*"Tall Ships® New Orleans 2018 is a gift to our city. By sharing our rich maritime history with our community and our students, we can bring everyone together to celebrate three hundred years of our connection with the Mississippi River. Our goal is to share the educational mission of each of the visiting ships. The more we know, the better we can learn about science and history and the impact both have had on our city."* Mr. James M. Huger, President, New Orleans Tricentennial Tall Ships® Committee

Tall Ships® New Orleans 2018

1010 Common Street, Suite 2950, New Orleans, LA 70112 USA

Mail:[tallshipsNOLA2018.com](mailto:tallshipsNOLA2018.com), [www.tallshipsnola2018.com](http://www.tallshipsnola2018.com)



#### Tradewinds Marine Services, Inc.

Tradewinds Marine Services, Inc. is a full service mast and rigging workshop in Honolulu, Hawaii. They service recreational, commercial and USCG inspected vessels. Established by John Koon, an accomplished and experienced mariner, Tradewinds Marine Services, Inc. handles rigging, spar building, repair work, and much more on contemporary and classically-rigged vessels.

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#### Visit Pensacola, Inc./ Pensacola Tall Ships®

One of America's favorite beach destinations has another reason for you to come for a visit. Visit Pensacola, Escambia County's Destination Management Organization, is pleased to be an official host port for the TALL SHIPS CHALLENGE® Gulf Coast 2018 Series. This is the first time in history Tall Ships America will bring its TALL SHIPS CHALLENGE® Series of Tall Ships® races and port festivals to the Gulf of Mexico.

*"Pensacola has a rich maritime history and bringing the tall ships here makes sense. The fleet hasn't been to Pensacola before so this is a whole new festival for the city and ships to get excited about. These festivals are a way to bring people into the city to showcase the waterfront to the visiting public and to engage the community,"* said Steve Hayes, President, Visit Pensacola.

April 12 – 16, 2018, Pensacola will celebrate its maritime history by welcoming six traditionally-rigged sailing ships that includes *Oosterschelde*, The Netherlands; *Elissa*, Galveston, TX; *Oliver Hazard Perry*, Newport, RI and *Pictou Castle*, Cook Islands. Also providing day sails will be *When and If*, Key West, FL and New York City and *Lynx*, St. Petersburg, FL and Nantucket, MA.

Visit Pensacola  
1401 E. Gregory Street, Pensacola, FL 32502 USA  
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The Nathaniel Bowditch Leadership Society recognizes individuals whose generosity and support for the Annual Fund lays down a clear course for others to follow.

Tall Ships America is the hub for tall ships activities, information and expertise in North America, and we are commended by Congress as the sail training organization representing the United States. We support the people, ships and programs of sail training through grants, scholarships, conferences, education, publications, and public events and advocacy.

The Nathaniel Bowditch Leadership Society plays a vital role in the ongoing success of Tall Ships America and our capacity to support adventure and education under sail. We are proud to recognize Society members through several different levels of donor recognition.

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# Sail Training International



## Sail Training International

Sail Training International is a registered charity (not for profit organization) with worldwide membership and activities whose purpose is the development and education of young people of all nationalities, cultures, religions and social backgrounds through the sail training experience.

Sail Training International offers a range of activities and services including conferences and seminars, races and other events for sail training tall ships, publications and DVD presentations, international research and the Class A Tall Ships Forum (for the operators of big square-rigged sail training ships). Members are made up of national sail training organizations around the world. Tall Ships America is a founder member of Sail Training International.

[www.sailtraininginternational.org](http://www.sailtraininginternational.org)

## Member Organizations

### **AUSTRALIA: Australian Sail Training Association**

Founded in 1996, AUSTA represents the interests of sail training organizations and tall ship operators in Australia and New Zealand. Its purpose is to promote the development of sail training with an emphasis on adventure training for young people at sea under sail in Australia and elsewhere. AUSTA also plays a key role in the development (for sail training vessel operators) of safety-related codes of conduct and on-board management systems, trainee and professional crew training programs and other related programs. [www.sailtrainingaustralia.com](http://www.sailtrainingaustralia.com)

### **BELGIUM: Sail Training Association Belgium**

Founded in 1994, STA Belgium is a registered charity with national membership. It restored, owns and operates the T/S *Williwaw* and promotes sail training for young people on many other Belgian vessels. [www.sailtrainingbelgium.org](http://www.sailtrainingbelgium.org)

### **BERMUDA: Sail Training Association Bermuda**

Formed in 2001, STA Bermuda promotes and helps to fund the participation of young Bermudians in sail training programs internationally. [stabermuda@logic.bm](mailto:stabermuda@logic.bm)

### **CANADA: Canadian Sail Training Association**

Founded in 1984, its membership includes the owner/operators of vessels providing sail training programs as diverse in scope as the vessels themselves. A key priority for the organization is to ensure a regulatory environment that is consistent with the goals and activities of sail training operators and their programs. [www.sailtraining.ca](http://www.sailtraining.ca)

### **CROATIA: Sail Training Association Croatia**

[www.sailtrainingcroatia.org](http://www.sailtrainingcroatia.org)

### **DENMARK: Danish Sail Training Association**

Founded in 1996, DSTA represents the interests of members in Denmark, the Faroe Islands and Greenland, including sail training vessels and ports. The organization operates a grant program to assist trainees taking part in The Tall Ships' Races. [www.dsta.dk](http://www.dsta.dk)

### **ESTONIA: Sail Training Association Estonia**

Founded in 2011 the purpose of Sail Training Estonia is to promote and provide sail training for young people in Estonia, cooperate with sail training vessels and organize maritime events. [www.staestonia.eu](http://www.staestonia.eu)

### **FINLAND: Sail Training Association Finland**

STA Finland member sail training vessels have taken more than 16,800 young people to sea since the organization was founded in 1973. These young trainees have also formed their own organization (The Sail Trainees of Finland Association) which provides opportunities for continuing contact between the trainees and also helps to promote sail training in Finland. [www.staf.fi](http://www.staf.fi)

### **FRANCE: Sail Training Association France – Amis des Grands Voiliers**

Founded in 1990, STA France represents the interests of members in promoting sail training for young people through exhibitions at various maritime festivals and other events. [www.amisdesgrandsvoiliers.org](http://www.amisdesgrandsvoiliers.org)

### **GERMANY: Sail Training Association Germany**

Founded in 1984 as a not-for-profit organisation, STAG's main purpose is the education, development and support of young people of all nationalities through sail training. Its members include sail training vessels as well as individual members. The organization operates a bursary program for sail training vessels and individual trainees. [www.sta-g.de](http://www.sta-g.de)

### **GREECE**

[www.sailtraininghellas.org](http://www.sailtraininghellas.org)



## Member Organizations

### HUNGARY: **Sail and Life Training Association Hungary (S.A.L.T.)**

Founded in 2011 S.A.L.T is a not-for-profit organization which promotes sail training in Hungary. Although Hungary is a land-locked country its goals are to promote the development of sail training for young people in the Adriatic and Mediterranean Sea. It encourages and supports Hungarian young people to participate in educational sail training programs and to take part in the annual Tall Ships Races and Regattas, through national and international bursaries and trainee exchange programs.  
[www.salt.org.hu](http://www.salt.org.hu)

INDIA: Please contact [office@sailtraininginternational.org](mailto:office@sailtraininginternational.org) for information.

### IRELAND: **Sail Training Ireland for Youth Development**

STIYD is the recognised Sail Training International representative body in Ireland. Their vision is to provide tall ship sail training to the people of Ireland and to promote and support the development of young people through the sail training experience. [www.irishsailtraining.com](http://www.irishsailtraining.com)

### ITALY: **Sail Training Association Italy**

Founded in 1996 by a partnership of the Italian Navy and the Yacht Club Italiano, its charter is to develop and promote sea training for young people as a means to further their personal development and education. Through the cooperation of the Navy and many owner/operators of other vessels, STA Italy offers a variety of sail training opportunities to young people, including berths at no charge or highly subsidised. The organization also operates an international trainee exchange program which is currently expanding. [www.sta-italia.it](http://www.sta-italia.it)

### LATVIA: **Sail Training Association Latvia**

Founded in 2002, the organization members who own/operate vessels, yacht clubs and maritime companies. STA Latvia's principal goals are to develop sail training for young people in Latvia by encouraging other vessel owners to participate in sail training activities and events, and through an international trainee exchange program. [www.sta-latvia.lv](http://www.sta-latvia.lv)

### LITHUANIA

[www.bureskiekvienam.lt/](http://www.bureskiekvienam.lt/)

### NETHERLANDS: **Sail Training Association Netherlands**

Founded in 1985, STAN's goals are to encourage and develop sail training off-shore for young people in the Netherlands. In pursuit of this, STAN organizes maritime events and races for sail training tall ships in the Netherlands. [www.stanetherlands.nl](http://www.stanetherlands.nl)

### NEW ZEALAND: **Spirit of Adventure Trust**

Established in 1972 by Lou Fisher, the Spirit of Adventure Trust was formed to offer equal opportunity to young New Zealanders to gain qualities of independence, leadership and community spirit through the medium of the sea. [www.spiritofadventure.org.nz](http://www.spiritofadventure.org.nz)

### NORWAY: **Norwegian Sail Training Association**

Founded in 1999, NSTA has four membership categories: sail training vessels, past and prospective host ports for The Tall Ships' Races, individuals and organizations supporting NSTA ideals, and corporate entities. The organization promotes sail training for young people and international friendship through sail training. [www.nsta.no](http://www.nsta.no)

### POLAND: **Sail Training Association Poland**

Established in 1993, STA Poland has more than 100 individual (voting) members and is co-owner and sole operator of the Class A sail training tall ship, *Pogoria*. Supporting (non-voting) members include the Maritime Academy of Gdynia (*Dar Młodzieży*), the Polish Navy (ORP *Iskra*), the Polish Scouts Union Sea Training Centre (*Zawisza Czarny*) and the Polish Yachting Association (*Kapitan Glowacki*).  
[www.pogoria.pl](http://www.pogoria.pl)

## Member Organizations

### **PORTUGAL: Portuguese Sail Training Association (Aporvela)**

Portuguese STA was founded in 1980 as a registered charity. It has three categories of membership and owns three sail training vessels. The organization's main objectives are to promote off-shore sail training for young people. [www.aporvela.pt](http://www.aporvela.pt)

### **RUSSIA: Admiral Makarov State Maritime Academy**

This institution represents the interests of sail training in Russia and operates the 100-meter sail training ship *Mir*. The academy provides the communications link for all sail training activities in Russia with Sail Training International, pending the development of a national sail training organization (as defined by Sail Training International).

**SOUTH AFRICA** Please contact [office@sailtraininginternational.org](mailto:office@sailtraininginternational.org) for information.

### **SPAIN: Sail Training Association España**

Created in 2002, STA España membership includes all sail training vessels in Spain, the Spanish Navy, Royal Sailing Federation of Spain and a number of ports. There are also individual members who support the organization's mission. The organization promotes sail training in Spain for young people and international friendship through tall ship events and sail training. [www.sailtraining.es](http://www.sailtraining.es)

### **SWEDEN: Sail Training Association Sweden**

STA Sweden was founded in 1998 to support The Tall Ships Races. Today its members include a number of Swedish ports and the Swedish Navy as well as many vessels engaged wholly or occasionally in sail training activities. [www.stas.nu](http://www.stas.nu)

### **UK: Association of Sail Training Organisations (ASTO)**

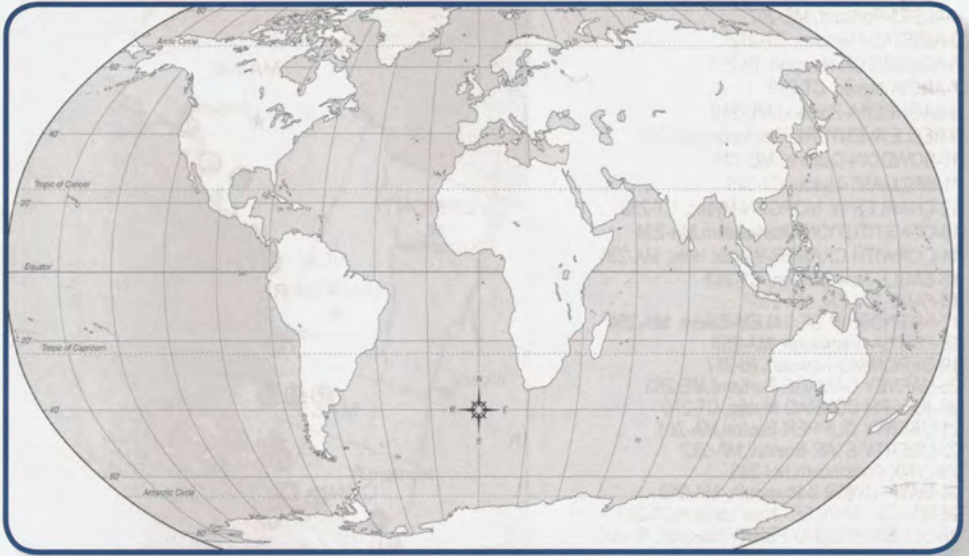
Founded in 1972, ASTO represents the interests of all major UK Sail Training organizations. ASTO grants bursary funding to offset the costs of berth days for young people, including disabled trainees. [www.asto.org.uk](http://www.asto.org.uk)

### **USA: Tall Ships America**

Founded in 1973 as the American Sail Training Association, the organization represents the interests in the US of member sail training vessels from more than 20 countries. TALL SHIPS AMERICA is the hub for tall ships activity, information, and expertise in North America, and is commended by the United States Congress as the national sail training organization. As a national membership organization, TALL SHIPS AMERICA supports the people, ships and programs of sail training and tall ships through professional development grants, sail training scholarships, conferences, education, publications, regulatory and licensing information, public events and advocacy. [www.tallshipsamerica.org](http://www.tallshipsamerica.org)



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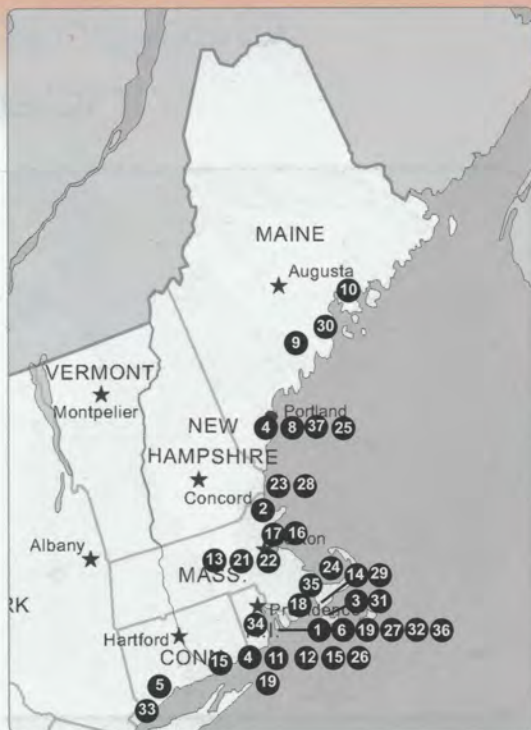
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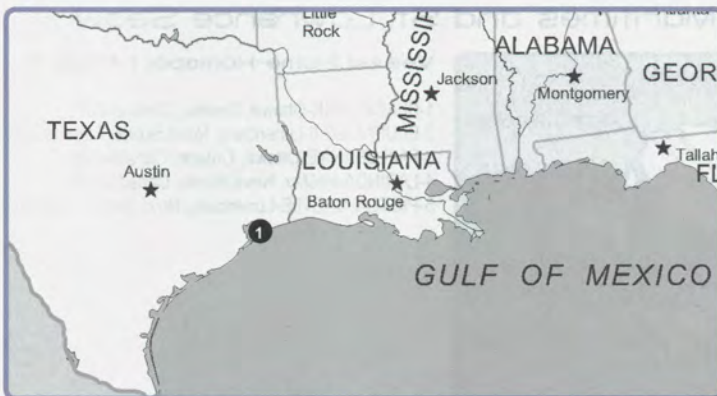


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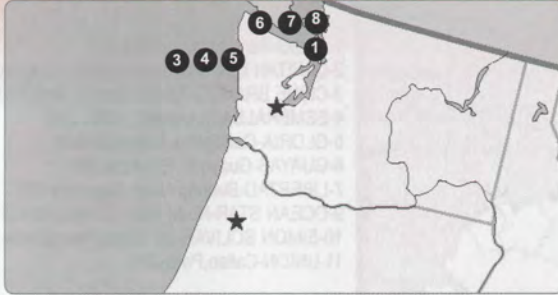
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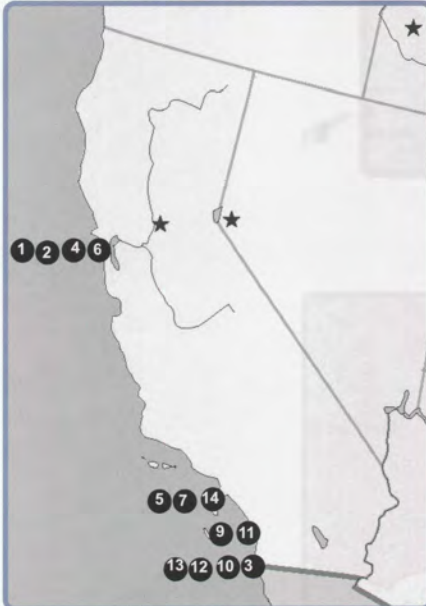


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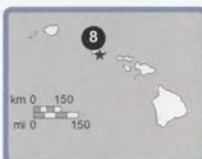


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# Membership Opportunities



## Associate and Organizational Memberships





## Associate Membership

Associate memberships are renewable on date of anniversary.

### Individual - \$50 per year

Benefits:

- Complimentary copy of Sail Tall Ships! A Directory of Adventure and Education Under Sail
- Subscription to e-Running Free, the Tall Ships America monthly e-mail newsletter covering tall ships news and events.
- Discounts to attend the Annual Conference on Sail Training and Tall Ships and forums.
- Discounts to attend Regional Meetings
- Invitations to attend Tall Ships America special events and fundraisers.
- Membership in the National Maritime Heritage Society (NMHS)

### Youth - \$25 per year

Open to sailors 25 years of age or younger

Benefits:

- All of the benefits of Individual Membership above

### Family - \$75 per year

Open to two members at the same address

Benefits:

- All of the benefits of Individual Membership above

### Supporting - \$250 per year

Benefits:

- All of the benefits of Membership above
- A Tall Ships America Burgee (New members only)

### Patron - \$1,000 per year

For individuals wishing to express a greater commitment to the Tall Ships America mission

Benefits:

- All of the benefits of Supporting Membership above



## Organizational Membership

Dues are based on a calendar year January 1 – December 31

### Business Partners - \$725 per year

For ports, businesses, and associates of sail training and tall ships.

### Corporate - \$1175 per year

For ports, businesses and associates of sail training and tall ships wishing to express a greater commitment to the Tall Ships America mission.

### Affiliate Membership - \$500 per year

Open to non-profit organizations which do not operate their own sail training vessel, but do offer sail training, sea education or maritime history programs (Scouts, schools, colleges, etc.)

Benefits:

- A 150-word listing in the directory Sail Tall Ships! *(In those membership years when a printed directory is produced)*
- A listing of your Organization on the Tall Ships America website.  
*(We provide a hot link to your website and appreciate reciprocity.)*
- The opportunity to post help wanted ads in the very popular Billet Bank on the Tall Ships America website. *The Billet Bank is the most visited section of the Tall Ships America website all year long and is the most effective service for matching professional sail trainers and open positions.*



## Organizational Membership (continued)

- 10 complimentary copies of Sail Tall Ships! for your staff and volunteers.
- Subscription to e-Running Free, the Tall Ships America monthly e-mail newsletter covering tall ships news and events.
- Discounts for staff to attend the Annual Conference on Sail Training and Tall Ships and forums.
- Discounts for staff to attend Regional Meetings
- Invitations to attend Tall Ships America special events and fundraisers
- 15% discount on sponsorship displays in Sail Tall Ships!\*
- Additional copies of Sail Tall Ships! at production cost (plus shipping) for resale. *(We anticipate production cost to be less than \$6.00 per book. When you sell them at the suggested retail price of \$14.95 you will not raise revenue for your program but equally important, you will be assisting us in spreading the word about the power of sail training.)*  
*Prices/benefits subject to change*

### Sail Training Organizations/ Historic/Educational Vessels

Open to those organizations operating vessels.

Membership dues are based on the organization's annual budget:

Sail Training Organization Level 1: Less than \$250,000 / \$700 per year

Sail Training Organization Level 2: \$250,000-\$500,000 / \$850 per year

Sail Training Organization Level 3: Over \$500,000 / \$950 per year.

#### Benefits:

- Sail Training Organizations/ Historic / Educational Vessels - A full page listing, including a photo of your vessel, in the directory Sail Tall Ships! *(In those membership years when a printed directory is produced.)*
- A listing of your vessel(s) on the Tall Ships America website.
- Eligibility for the Henry H. Anderson, Jr. Sail Training Scholarship and the Ernestine Bennett Memorial Sail Training Scholarship programs for trainees that sail aboard your vessel(s). *(Some restrictions apply)*
- Eligibility for the Professional Crew Development Grant Program. *(Some restrictions apply)*
- Eligibility for the Crew Membership Program. *(Some restrictions apply)*
- Eligibility for the Marine Insurance Program. *(Some restrictions apply)*
- The opportunity to post help wanted ads in the very popular Billet Bank on the Tall Ships America website. The Billet Bank is the most visited section of the Tall Ships America website all year long and is the most effective service for matching professional sail trainers and open positions.
- 10 complimentary copies of Sail Tall Ships! for your staff and volunteers
- Subscription to e-Running Free, the Tall Ships America monthly e-mail newsletter covering tall ships news and events.
- Discounts for staff to attend the Annual Conference on Sail Training and Tall Ships and forums.
- Discounts for staff to attend Regional Meetings
- Invitations to attend Tall Ships America special events and fundraisers
- Complimentary Tall Ships America Flag *(new members only)*
- 15% discount on sponsorship displays in Sail Tall Ships!
- Additional copies of Sail Tall Ships! at production cost (plus shipping) for resale. *We anticipate production cost to be less than \$6.00 per book. When you sell them at the suggested retail price of \$14.95 you will not raise revenue for your program but equally important, you will be assisting us in spreading the word about the power of sail training.*  
*Prices/benefits subject to change*





## Crew Membership

### Tall Ships America's Crew Membership Program

Sail Training Organization members may purchase blocks of 10 individual crew membership vouchers at a reduced rate, for distribution to their staff, crew, volunteers and trainees.

Crew memberships are purchased by the member Sail Training Organization and are sold in blocks of 10 for US \$250. Membership application forms are sent to the member STO who then distributes them to staff and crew. The individual crew memberships are valid for one year from the time Tall Ships America receives the completed individual crew member application form and carry all the same benefits as an individual membership (US \$50) plus some added benefits.

Benefits per individual crew membership:

- Complimentary copy of Sail Tall Ships! A Directory of Adventure and Education Under Sail
- Subscription to e-Running Free, our monthly e-mail newsletter
- Discounts to attend the Tall Ships America Annual Conference on Sail Training and Tall Ships and forums.
- Discounts to attend Tall Ships America's Regional Meetings and other special events
- Professional Crew Development Grants available to eligible crew members
- Membership in the National Maritime Heritage Society (NMHS)

In addition to the above direct benefits, Tall Ships America works on a regular basis with the Coast Guard, Customs and Immigration and other government agencies on behalf of the sail training industry.

We look forward to having you come aboard with the membership that best suits your interest and budget! Not only will you become a member of the largest sail training association in the world, but you will be supporting the youth education and leadership development programs that can help shape young people's lives!

To become a member please mail or fax the form on the following page to:

Tall Ships America  
PO Box 1459  
Newport, RI 02840 USA  
Fax: +1 401-849-5400

Sail Tall Ships!

Membership Opportunities



## Membership Application

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

Vessel(s): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Postal/Zip: \_\_\_\_\_

Country: \_\_\_\_\_ \*

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Please enroll me/us in the following membership category:

Associate Memberships\* (renewable on date of anniversary)

☐ Individual \$50 ☐ Youth \$25 ☐ Family \$75 ☐ Supporting \$250 ☐ Patron \$1,000

\* For addresses in Canada or Mexico, please add US \$35 to cover additional postage and handling costs. For addresses outside of North America, please call or email the office.

Organizational Memberships\*\* (January 1 through December 31).

☐ Corporate \$1175 ☐ Business Partner \$725 ☐ Affiliate \$500

Sail Training Organizations/Historic/Educational Vessels:

☐ Budget less than \$250,000: \$700

☐ Budget between \$250,000 and \$500,000: \$850

☐ Budget greater than \$500,000: \$950

\*\* For addresses in Canada or Mexico, please add US \$45 to cover additional postage and handling costs. Due to cost constraints shipping outside of North America is not available without special arrangements.

Payment of dues:

☐ Check or money order enclosed (US dollars please)

☐ Visa or MasterCard (We do not accept AMEX)

Card number: \_\_\_\_\_ Expires: \_\_\_\_\_ CCV#: \_\_\_\_\_

NOC: \_\_\_\_\_ Signature: \_\_\_\_\_

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